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TOPICS - OF - THE - DAY

ITALY'S MORAL POSITION

IS ITALY'S ENTRANCE into the war an act of unparalleled perfidy, as Emperor Francis Joseph proclaims it, or was it, as she claims, not only justified but made unavoidable by a policy of treaty-breaking and temporizing on the part of her former ally, Austria? That there is room for differences of opinion concerning the moral aspect of her case is evidenced by the comments of the American press. "Of all the controversies of the war," predicts the Springfield *Republican*, "the fiercest will be that which touches the honor of Italy." The long months of diplomatic dickering that preceded her declaration convince some of our editors that her motive throughout has been greed, and her policy one of opportunism. Thus the Philadelphia *Inquirer* remarks that the attitude of Italy toward the European situation "seems to have been one of cold-blooded calculation," the Washington *Post* is confident that her course from the beginning was inspired by "territorial covetousness," the Toledo *Blade* describes her position as "sordid," the Baltimore *American* finds it "materialistic," the Augusta *Chronicle* speaks of "Italy's treachery," and the Salt Lake *Tribune* comes to the conclusion that "Italy does not begin hostilities with clean hands." "It is to be presumed that the Allies have outbid the concessions and promises of Austria and Germany," remarks the New York *Evening Post*, which admits, however, that aside from the moral bearings of the case Italy may have "a purely legalistic justification." Italy's action, declares the Milwaukee *Free Press*, forms "one of the blackest chapters of the terrible European conflict." This paper of strong German sympathies goes on to say:

COMMANDING THE ITALIAN ARMY.

General Count Luigi Cadorna, head of the General Staff of the Italian Army, is a Piedmontese. Within the past year he has reorganized the defenses of the Kingdom.

> "Defenders of Italy's war-fever have tried to create the impression that Trent and Trieste are provinces taken from Italy by Austria, and that the Italian people are moved by the same emotions that prompt the French in their effort to regain Alsace and Lorraine.
>
> "Nothing would be further from the truth. Only recently Guglielmo Ferrero, writing in *The Atlantic Monthly*, found it necessary to deny this popular delusion. 'It would be a great mistake,' says the Italian historian, 'to think that Trent and Trieste are the Alsace and Lorraine of Italy. Trent and Trieste are two Italian provinces that have never belonged to Italy, around which there has reigned for thirty-two years in Italy a continuous silence.'
>
> "Thus Italy's entrance into the war would not be for the recovery of territory lost to Austria in the past, but for the acquirement of new territory that has never belonged to her. It is true, of course, that this territory is largely Italian in population and character, nor need it be denied that these facts constitute a sentimental reason with the Italian masses for their acquirement. But the real reason with the Pan-Italian leaders is, of course, the purely material one of enhancing the commercial and territorial prestige of Italy at the expense of Austria.
>
> "To make war upon an ally for this purpose because that ally's powers of resistance are weakened is immoral enough, but when it is remembered that one of the very conditions imposed upon Italy's entrance into the Triple Alliance was her renunciation of all claims to the territory in question, her immorality assumes outrageous proportions."

"Morally," remarks the New York *World*, "Italy stands on no higher plane than Germany in respect to her international obligations," since "Germany tore up the guaranty of Belgian neutrality because it suited her military purposes, and Italy has torn up the Triple Alliance because it suits her nationalistic purposes." Summing up the case against Italy, *The World* continues:

> "It can not be said that Italy enters the war as a heroic figure. She is not defending her rights or her liberties against an armed invader. She is not fighting for her homes or her possessions, except in the remote sense that certain parts of Austria are bound to her by the old ties of blood. She is not fighting for any ideals. Her Government, by acute, lawyerlike reasoning, has managed to establish a technical *casus belli* against Austria, but it is a cause that would be greeted with derision in Italy if the people were against the war.

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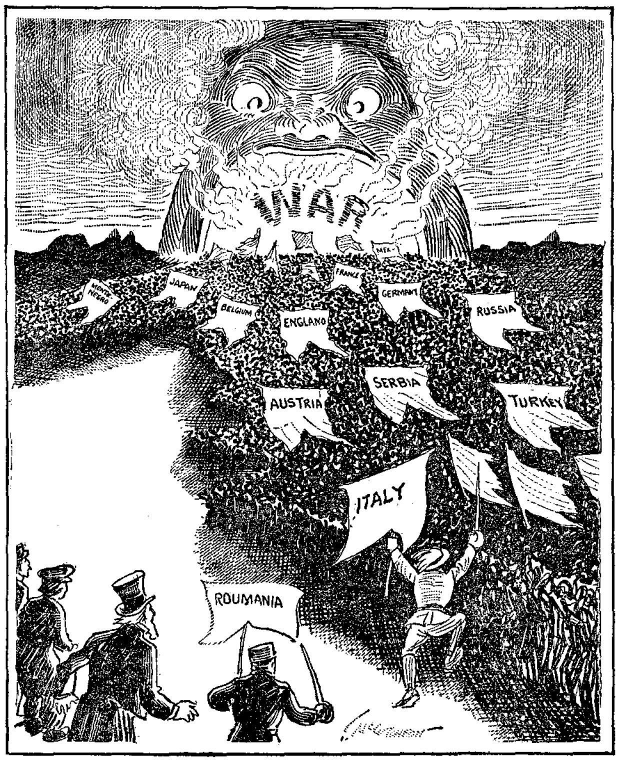
"In one respect it may be a war of sentiment on the part of the Italians, but in most respects it is a cold, hard, business proposition which has been judged solely from the advantages that Italy can reasonably expect to obtain by drawing her sword on the side of the Allies. . . . The most they can claim for themselves is that they did not begin this world-conflict, and hence are not responsible for a situation that is none of their own making."



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MOLOCH.

—McCutcheon in the Chicago *Tribune*.

But it must not be inferred from these vigorous indictments that Italy lacks champions and apologists in the American press. In fact, as far as we have been able to observe, her apologists far outnumber her critics. But before turning to these editorial utterances we may glance briefly at Italy's case as officially presented in her Green Book and in a diplomatic note received by our State Department. These documents argue that the direct cause of Italy's entrance is Austria's violation of Article VII of the Triple Alliance, which bound Austria to refrain from occupation of Balkan territory without agreement with Italy and due compensation. This violation occurred, Italy maintains, when Austria invaded Servia. Then began the long series of negotiations for compensation, in which Austria's offers never quite measured up to Italy's demands. These negotiations were ended on May 4 by Italy's formal withdrawal from the Triple Alliance. On May 21 the Italian Parliament voted for war, and on May 23 King Victor Emmanuel issued a proclamation declaring Italy "from to-morrow in a state of war with Austria-Hungary," for the purpose of "safeguarding Italian rights and interests." In Italy's note to our State Department we read:

"The Triple Alliance was essentially defensive and designed solely to preserve the *status quo*, or, in other words, the equilibrium in Europe. . . . . . .

"Article I of the treaty embodied the usual and necessary obligation of such pacts—the pledge to exchange views upon any political and economic questions of a general nature that might arise. Pursuant to its terms none of the contracting parties had the right to undertake, without a previous agreement, any step the consequence of which might impose a duty upon the other signatories arising out of the alliance, or which would in any way whatsoever encroach upon their vital interests. This article was violated by Austria-Hungary when she sent to Servia her note dated July 23, 1914, an action taken without the previous assent of Italy. . . . . . .

"Furthermore, attention should be called to the fact that the Austro-Hungarian Government had assumed the solemn obligation of prior consultation of Italy as required by the special provisions of Article VII of the treaty of the Triple Alliance, which in addition to the obligation of previous agreement recognized the right of compensation to the other contracting parties in case one should occupy temporarily or permanently any section of the Balkans."

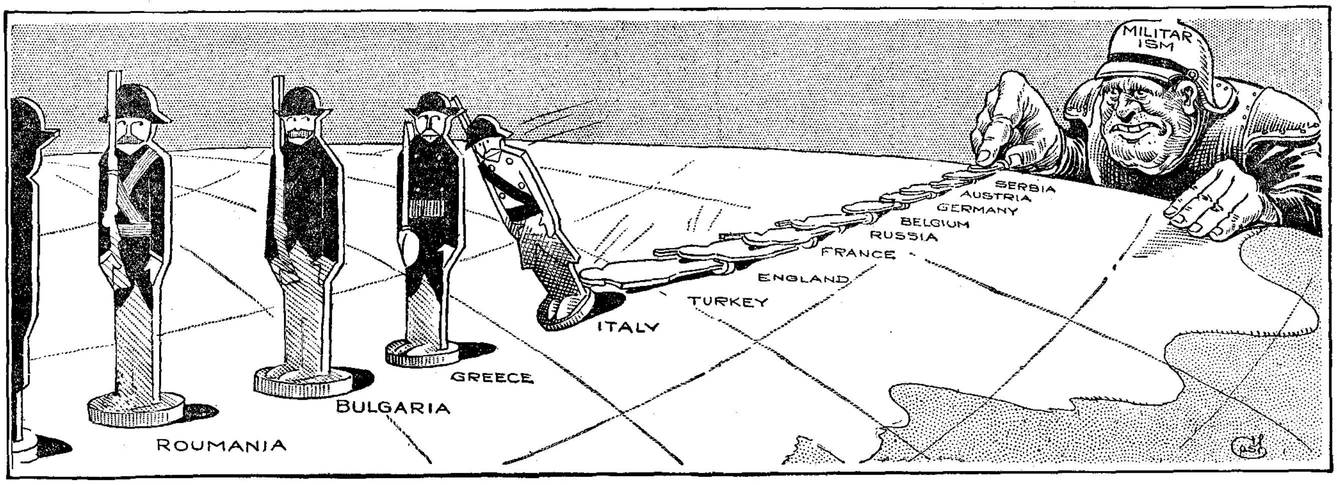
The note goes on to tell how in the consequent negotiations for compensation Austria not only offered less than Italy thought adequate, but demanded in exchange for the proposed territorial concessions "a number of pledges, including among them an assurance of entire liberty of action in the Balkans." Moreover, the cession of territory "was not intended to be immediately effective, as we demanded, but was to be made only upon the termination of the war." We read further:

"The attitude assumed by Austria-Hungary from the beginning of December until the end of April made it evident that she was attempting to temporize without coming to a conclusion. Under such circumstances Italy was confronted by the danger of losing forever the opportunity of realizing her aspirations based upon tradition, nationality, and her desire for a safe position in the Adriatic, while other contingencies in the European conflict menaced her principal interests in other seas. . . . . . .

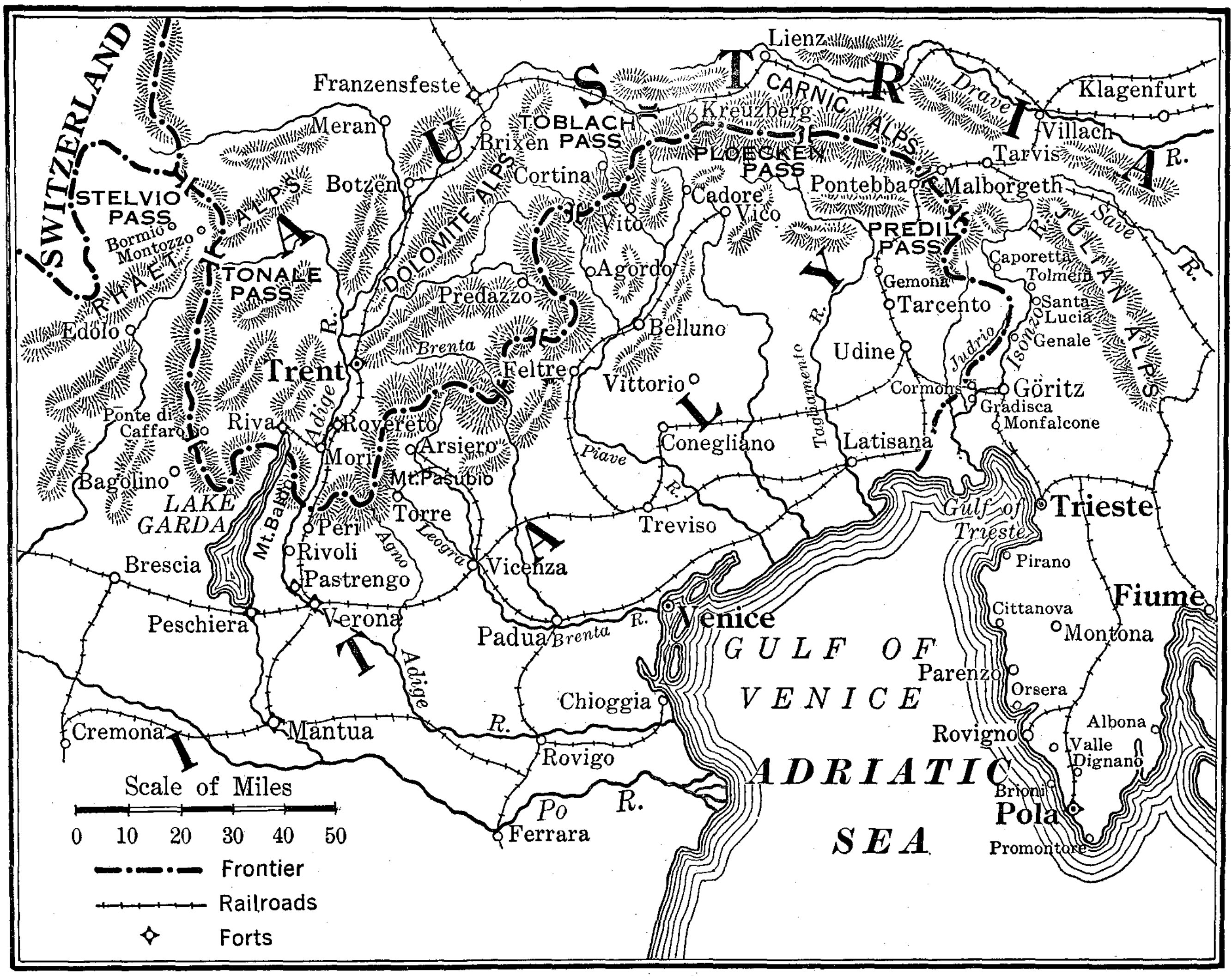
"Therefore, Italy found herself compelled by the force of events to seek other solutions."

Austria, on the other hand, denies all responsibility for the breaking of the Triple Alliance, and declares that the treaty permitted renunciation only upon the giving of a year's notice, during which period there was to be no declaration of war. Her case is presented in an official statement of which brief summaries have reached us by way of Amsterdam. To quote one of these dispatches:

"It is contended that Italy from the beginning sought to



WOODEN SOLDIERS. —Cash in the Chicago *Herald*.


AUSTRIA
ITALY
SWITZERLAND
Franzensfeste
Lienz
Klagenfurt
Villach
Drave
Tarvis
Malborgeth
Save R.
Meran
TOBLACH
Brixen PASS
Kreuzberg
PLOECKEN PASS
CARNIC ALPS
Pontebba
PREDIL PASS
JULIAN ALPS
STELVIO PASS
Bormio
Montozzo
RHAETIAN ALPS
TONALE PASS
Botzen
DOLOMITE ALPS
Cortina
Cadore
Vico
Vito
Agordo
Predazzo
Edolo
Brenta
Belluno
Caporetto
Tolmein
Gemona
Tarcento
Santa Lucia
Genale
Udine
Judrio
Isonzo
Trent
Adige R.
Feltre
Vittorio
Tagliamento R.
Cormons
Göritz
Gradisca
Monfalcone
Ponte di Caffaro
Riva
Rovereto
Mori
Arsiero
Mt. Pasubio
Conegliano
Latisana
Piave R.
Bagolino
LAKE GARDA
Mt. Baldo
Peri
Torre
Agno
Leogra
Rivoli
Pastrengo
Vicenza
Treviso
Gulf of Trieste
Trieste
Pirano
Brescia
Peschiera
Verona
Padua
Brenta R.
Venice
Cittanova
Fiume
Montona
GULF OF VENICE
Parenzo
Orsera
Adige
Chioggia
Cremona
Mantua
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Dignano
ADRIATIC SEA
Brioni
Pola
Promontore
Po R.
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Frontier
Railroads
Forts

THE MOUNTAINOUS AUSTRO-ITALIAN BOUNDARY, ACROSS WHICH THE ITALIAN ARMY IS STRIKING.

evade her treaty obligations by an artificial interpretation of the Triple Alliance treaty.

"Basing her attitude on Article IV, she assumed an attitude of 'benevolent neutrality' on the ground that the action of Austria-Hungary also was directed against Russia. This assertion, the Austrians claim, is disproved by the Russian preparations for an aggressive war. Italy further 'excused herself' because of her exposed geographical position and Austria's failure to give advance information of her intentions against Servia.

"During the prolonged negotiations concerning Italian compensation, the Foreign Ministry asserts, Italy utilized the time to strengthen and consolidate her military forces, having in view the acquisition of territorial vantage-points on the other side of the Adriatic and in Albania. Her absolute neutrality was supplanted by 'watchful armed neutrality.'

"The documents then describe the negotiations regarding territorial compensation for Italy, during which Austria is maintained to have yielded so far that finally there was scarcely any material difference standing in the way of a peaceful adjustment. Then the Salandra Cabinet, without replying to Austria's latest offers, denounced the Triple Alliance treaty. This action led to the outbreak of war."

Or, as the Austrian Emperor puts it in a manifesto to his troops, "Italy abandoned us in our hour of danger and went over with flying colors into the camp of the enemy." It is contended also that the granting of all Italy's territorial demands would have given Italy strategic control, naval and commercial, of the Adriatic, and would have struck a vital blow at Austria's future. "On the surface, at least," thinks the Detroit *Free Press*, "Austria has the best of the argument."

Many papers, however, take a more sympathetic view of Italy's action. "Italy's present declaration of war is not dishonorable to her unless it is dishonorable to a nation not to commit suicide," declares the New York *Evening Mail*. "That Italy has gone to war against her old allies is not her fault, but theirs," says the New York *Tribune*, and the Buffalo *Enquirer* thinks the Italians knew that "a victorious Germanic alliance would not leave them in possession of territory extorted by threats," and that the Allies, if victorious, "would not permit them to profit by mere neutrality." The Italian view, as the South Bend *Tribune* sees it, is that Italy "couldn't remain neutral and maintain her position as a world-Power." The Italians, remarks the New York *Sun*, "could not but interpret Austrian offers according to German actions"; and *The Wall Street Journal* shares the belief that Austria's promised concessions "would have been repudiated in case of a German victory." "Belgium is Italy's best excuse for plunging into the war," agrees the New York *Commercial*, and in the Philadelphia *North American* we read:

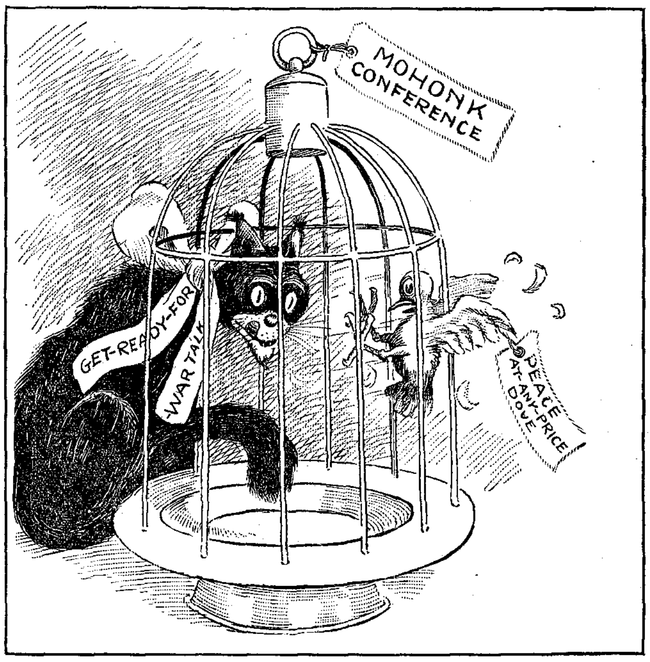
> "The truth is, of course, that every other nation involved in the war is actuated in just the same way, by the spirit of nationalism, which is simply selfishness on a sublime scale. Italy alone is bold enough to declare that she fights to advance her own interests, and not from motives of altruism or as a sacrifice in the cause of humanity."

We are reminded by such papers as the Chicago *Herald*, Brooklyn *Times*, Pittsburg *Gazette-Times*, Norfolk *Virginian-Pilot*, and Cincinnati *Times-Star* that the voice of the Italian people was for war, and the Government had to choose between war and revolution. In the popular clamor for war much stress was laid on the grievances of the Italians in the "unredeemed provinces," and many papers quote as a significant document the following letter from a poor woman in Bari to Gabriele d'Annunzio, the poet who has stirred the popular heart with his advocacy of war:

"I am representative of all the poor mothers in my town. We all give with joy our children to the country, as for her alone we brought them into the world. Thou, who art great, shout again, shout loud against him who wishes us to be eternally slaves. We do not want to know what advantages Italy may gain from war. We wish to avenge Belgium, to avenge the victims of the *Lusitania*, and all the innocent people who have been so brutally killed."

AMERICA UNREADY

AS THE WAR FLAMES HIGHER, involving more nations and creating "incidents" that cause war-talk even here, our defenseless condition causes more and more concern. Leaders of national thought are urging action, tho it must be said that most of the suggested plans would make us ready for war several years hence, perhaps too late, or after the danger is past. Since the sinking of the *Lusitania* and the review of the Atlantic fleet at New York, men of high authority in State, Army, Navy, Church, and educational and business circles have been raising warning voices. "A change has come over the spirit of official dreams," says the Brooklyn *Eagle*, and the topic of defense "is no longer taboo." Some papers are predicting that "preparedness" will be the dominating issue of the national campaign of 1916. Here, says the Boston *Herald*, "is one response to the sort of warfare which Germany is waging." Referring to Secretary Garrison's speech at Lake Mohonk, the Washington *Post* finds it "significant that a member of the national Administration, directly in charge of the military branch of the Government, should speak so plainly in behalf of strengthening the country's defenses at a meeting supposedly called in the interests of international peace." The day before President Hibben, of Princeton, had surprized and stirred the same meeting with the declaration of his advocacy, not of "preparedness for war," but "preparedness against war." So that the Lake Mohonk Arbitration Conference seemed to the Philadelphia *Record* to have "resolved itself into a commission for national defense."



DISCONCERTING, TO SAY THE LEAST!

—Reynolds in the Portland *Oregonian*.

General Wood has defined the American ideal of preparedness against war as "a large number of men trained and ready for service in time of need, and the smallest possible number with the colors at other times." The Brooklyn *Eagle* hears that in a few weeks "the Secretary of War will receive from the General Staff recommendations for a system of 'intensified' training such as will create in the shortest possible space of time a reserve army of about a million." And it thinks they will receive prompt and serious consideration. Members of Congress, observes the New York *Times*, will return to Washington next fall in a changed mood; "they have heard the voice of the country demanding in unmistakable terms better defenses for a nation of 100,000,000 people."

Turning to the needs of the Navy, we must note President Wilson's indorsement of Admiral Dewey's letter in which the Admiral declared his confidence in the fleet's efficiency, but added:

> "However, we need more ships, more officers, and more men, and should continue the wise policy of increasing the size of our Navy, which must ever remain our first and best line of defense. This defense, unless adequate, is important; and adequacy is not reached until the Navy is strong enough to meet on equal terms the navy of the strongest probable adversary."

The declarations of some naval critics that we need more scouting cruisers and battle-cruisers was justified in the opinion of the New York *Sun's* Washington correspondent by the result of the naval war-game in the North Atlantic. Admiral Fletcher, in command of the Atlantic fleet, was unable to keep the "enemy" fleet from theoretically landing an army on the shores of Chesapeake Bay. "All that stands between the invader and the capital of the nation is an army hastily organized and poorly trained," says this writer, describing the situation as if the war-game were a real battle. He says further that the lesson, according to naval strategists, is that—

> "The naval defenses of the United States are inadequate to prevent the landing of an enemy bent on invasion by either the east or west coast—the game demonstrated in theory that it is entirely practicable for at least two Powers of Europe to defeat the present Atlantic fleet and land an army on American soil.
>
> "It is the opinion of naval officials that both the speed and gun-power of the Atlantic fleet in the task that might at some time be assigned to it in protecting the United States from invasion were put to the test."

The *Sun* correspondent also points out that the Navy Department admits that the same maneuvers showed the Atlantic submarine flotilla to be defective in many respects. But the Department intends to find out where the trouble is and to procure submarines which will be "the last word in such craft." Says Secretary Daniels:

> "Of the twelve submarines which went to New York for the maneuvers, one was unable to proceed and various others suffered from breakdowns necessitating repairs of greater or less importance which took them out of the game for varying lengths of time. . . . Reports, unofficial, give a number varying from five to seven as the total submarines effective during a certain period of the maneuvers."

President Hibben's "militaristic talk" at Lake Mohonk, as the New York *Evening Post* calls it, is quoted as follows in the columns of that paper:

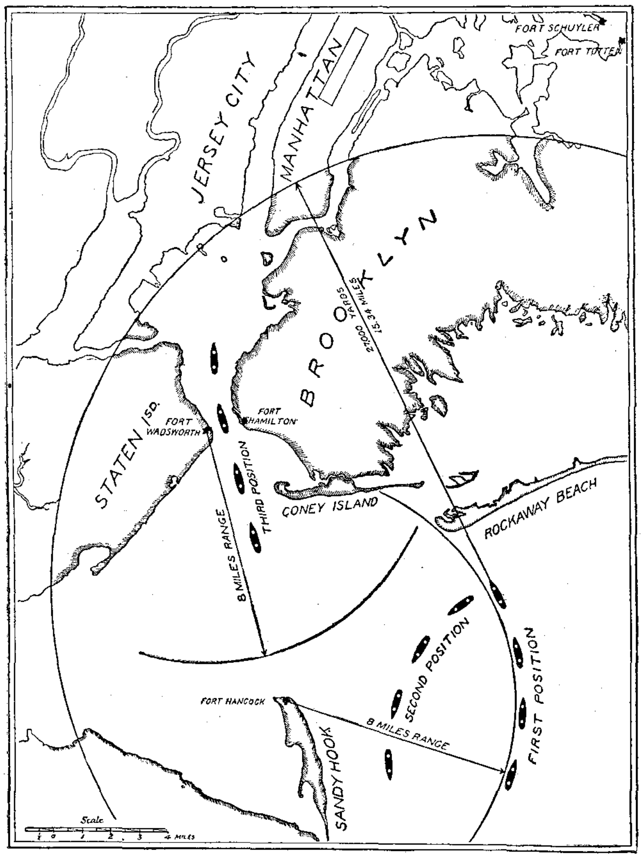
> "I do not advocate preparedness for war, but a preparedness against war—a preparedness which in the event of the catastrophe of war itself will prevent the enormous initial sacrifice of human lives which has characterized every war in which the United States has been engaged throughout our past history. . . .
>
> "Let us not forget that there are some things which can not buy peace. If we sacrifice them in order to secure peace, the peace thus sought becomes for us the veriest torment of a living hell. We dare not trade honor for peace; we dare not betray duty in order that we may bargain for peace. We dare not indulge ourselves in the enjoyment of the blessedness of peace while we turn deaf ears to the cry of distress or to the summons of a righteous cause."

When Secretary Garrison appeared the following day he delivered an address on "The Problem of National Defense." He did not attempt to solve the problem, or even to offer any practical suggestions. But he argued at some length to prove that it is the right and the duty of a great, peace-loving, and righteous nation to be armed against attack. The Secretary of War entirely sympathizes "with every sane and sensible movement that tends to abolish conflict and to insure peace"; but he is "utterly out of sympathy with the idea that we should neglect or postpone consideration of what is now the existing condition, because of a hope or belief or even conviction that it may be altered, even radically altered, in the future." Further on he said, in words that sound to the Indianapolis *News* "unpleasantly like the extravagant talk of Mr. Roosevelt":

> "No sensible mind can believe that we will be more forceful in attaining our aspirations for peace because of an open exhibition of feebleness and weakness in the solving of existing problems. The voice which is firm and clear, which is heard and heeded, proceeds from the strong, sound, virile man pledged in word and in deed to righteousness. Those who hope to be in the van of a great movement to alter the current of human history and establish a new era must show themselves to be courageous and wise and self-respecting in the way they have handled the duties enjoined upon them in their national life. Hideous as is the face of war, abhorrent as are the evils consequent upon it, its results in the long run can not be so fatal to a nation as would be the failure of that nation to ascertain courageously and fearlessly its duty and do it. The former, terrible as they are, are evanescent and can be repaired; the latter eat into and consume the very sources of virtue and destroy the national life at its core."

That "Secretary Garrison has some justification for urging better preparedness of our Army," the Philadelphia *Record* willingly admits. But it finds it difficult to "discover any imminent danger of aggression, such as should move us to have no regard for the possibility of radically altered future conditions in the direction of pacification. Must we arm to the teeth in order to preserve our peace of mind?"

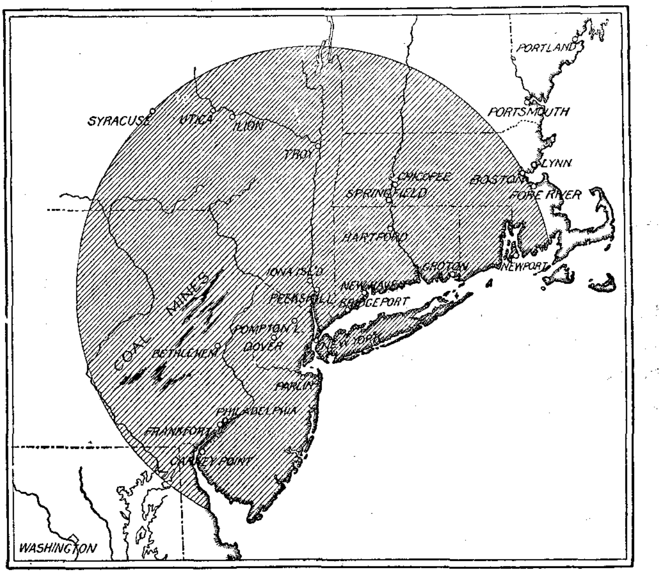
But whole-hearted praise of Mr. Garrison's utterance is much commoner in the daily press, particularly in the cities along the Atlantic seaboard. The Washington *Star* hopes "that it will awaken the country to an appreciation of the risk that is being run by the United States in neglecting so palpably the provisions for self-protection against a foe that may any time appear," and the same thought finds expression in the editorial pages of the New York *Evening Sun*, *Journal of Commerce*, and *Times*, Pittsburg *Gazette-Times*, Washington *Post*, Louisville *Times*, and Charleston *Post*. Dr. Hibben's Mohonk speech is warmly and unreservedly commended by such representative dailies as the New York *Tribune*, Chicago *Tribune* and *Herald*, Charleston *News and Courier*, New Orleans *Times-Picayune*, and San Diego *Union*. Dr. Hibben and Secretary Garrison, concludes the Syracuse *Post-Standard*, "saved the Mohonk conference from foolishness." These, it should be said, are but a few of the many newspaper advocates of greater preparedness. The reasons for this increasing journalistic concern are carefully stated in a New York *Globe* editorial. Taking up the lessons of the European War, *The Globe* says, to quote it in somewhat condensed form:



From "Defenseless America," by Hudson Maxim.

HOW NEW YORK COULD BE TAKEN.

A hostile fleet, it is asserted, could bombard New York and reduce its defenses without getting within range of the defending guns. The War Department is, however, planning to remount its coast-defense guns so as to give them a greatly increased range.



From "Defenseless America," by Hudson Maxim.

THE HEART OF AMERICA,

Within a circle of 170 miles radius drawn around Peekskill, New York, are embraced New York City, Boston, Philadelphia, and many other important cities; also most of the manufactories of armaments and war-materials, together with the principal coal-fields of Pennsylvania. With our present means of defense a strong invading army could easily make itself master of this territory in a few days, according to Mr. Hudson Maxim.

> "It is demonstrated that the public opinion of the world has little validity or power.
>
> "It is demonstrated that international agreements furnish small basis for reliance.
>
> "It is demonstrated that numbers and the ability to recruit are not decisive. It is the day of mechanical warfare, and regiments are helpless unless equipped.
>
> "It is demonstrated that the possession of superior wealth is of small immediate consequence. Battles are decided not so much by the quantity of gold of a nation as by the quality of its ammunition. The fact that we are the world's richest country would not save us from the consequences of sudden attack.
>
> "It is demonstrated that distance and geographical separateness are no bar to invasion. On the Gallipoli Peninsula is debouched an army brought from the ends of the earth.
>
> "With savagery linked with power thus loose in the world, it seems as necessary for this country to arm itself as it was for the peaceful New-Englanders to take their rifles to church to meet Indian attacks."

In his recently published book "Defenseless America," Mr. Hudson Maxim attacks the pacifists, discusses modern war-methods, and gathers together a vast array of facts bearing upon the defenseless condition of this country. He calls special attention to what would happen if an invading army should be landed near New York City. Within less than 200 miles of New York are a number of other important cities, the Pennsylvania coal-fields, and "nearly all the smokeless powder-works, cartridge-works, torpedo-boat works, small-arms works, and big-gun and armor-plate works in the United States." This authority on explosives says:

> "The conquest of this area would not be a work of months, or of years, but only of a few days, and the thing would be done before we had time to mobilize the available fighting forces we have, much less to enlist and train and arm a citizen soldiery.
>
> "This vital area is the solar plexus of Uncle Sam, and an army of a hundred thousand trained men, landed on our Atlantic seaboard, would be able to capture this entire area and subdue the populace as easily as the police force of New York can subdue a rioting mob."

In connection with such utterances, we note General Goethals's recent declaration of his belief that the fortifications of New York and San Francisco are both impregnable to sea attack, their guns being sufficient to keep any fleet at a safe distance. But, comments the New York *Sun*, what if an expeditionary army were to land fifty miles from one of these cities and take the sea fortifications in the rear? So it concludes that—

> "What the country needs is a battle-fleet strong enough to make the landing of an expedition impossible—also an army strong enough to drive it back into the sea if it did land. This is the minimum common-sense requirement, and even General Goethals can't reduce it."

"THE AMERICAS FOR AMERICANS"

THIS STIRRING SENTIMENT, shouted by a Colombian delegate to the Pan-American Financial Conference which gathered last week in Washington, evoked a storm of applause, and in the opinion of the New York *American* "instantly lifted the conference from the dead level of mere commercialism." Dr. Triana's idea, *The American* goes on to explain, is "a Pan-American union for the maintenance of peace and the defense of neutral rights—a whole hemisphere acting as a unit in sharp contradistinction to Europe rent into hostile camps." Something of the same idea was doubtless implicit in President Wilson's expression of hope "that by this commerce of minds with one another, as well as commerce in goods, we may show the world in part the path to peace." The importance of this conference is emphasized not only by the President and the other eminent speakers who addrest it, but by the press of the country generally, practically the only depreciatory or hostile comments being based on the fear that it might be used to advance the Administration's project of a Government-owned merchant marine, an innovation which Congress failed to indorse at its last session. In the opinion of John Barrett, Director-General of the Pan-American Union, this gathering of financial and commercial leaders from ten South-American and eight Central-American countries—representing, as the New York *Journal of Commerce* remarks, all the republics of this hemisphere, except Mexico and Haiti—marks the most important step in our relations with Latin America since Mr. Blaine presided over the first conference of American republics, in 1889. "Its importance, both from a sentimental and practical view-point, can scarcely be overestimated," remarks the Louisville *Courier-Journal*, and this view is echoed by such papers as the St. Louis *Globe Democrat* and the Providence *Journal*.

Among the chief results predicted are the development of credit facilities between this country and its southern neighbors, and a consequent increase in the volume of commercial transactions. "We are confident that 'dollar exchange' will be hastened by this conference," says the Brooklyn *Eagle*, which adds: "Accepted by the American Powers, it would be accepted by the world." The conclusion is not less inevitable, remarks the New York *Sun*, that the conference will issue in understandings and agreements which "will lead to an investment invasion of Latin America by the same dollar to carry on the beneficent operations which the pound sterling, the reichsmark, and the franc can not now continue." Indeed, the conference "has unlimited possibilities for good," thinks the St. Louis *Star*, which suggests that it may even "lay the foundation for a policy of united action in all matters affecting the Americas, such, for instance, as the possible necessity of intervention in Mexico."

A recent publication from the Department of Labor and Commerce states that our exports to all the countries of the Western Hemisphere during the fiscal year 1914 amounted to $652,000,000, of which $528,000,000 went to North-American and $124,000,000 to South-American countries. According to this report, Canada was our best customer, her purchases amounting to $345,000,000. Next came Cuba, with $69,000,000; Argentina, with $45,000,000; Mexico, with $39,000,000; Brazil, with $30,000,000; Panama, with $23,000,000; and Chile, with $17,000,000, while our receipts from all the other American countries amounted to $85,000,000. The New York *Evening Sun* points out that before the war "Europe all but monopolized the commerce of South America because she dominated South-American finance." Hence, when the opening of hostilities closed the European money markets to them, "South-Americans, speaking broadly, found themselves unable to buy anything anywhere." And,

> "It was then slowly, but quite distinctly, recognized here that finance was the secret of Europe's hold on South-American trade and that this country could hope to displace Europe only in such proportion as we might be willing and able to take Europe's place as banker and clearing-house for the countries whose undeveloped situation held them in constant need of fiscal accommodation and support."

A beginning has been made, several papers point out, by the new discount facilities growing out of our Federal Reserve system. The Federal Reserve Act made it possible for national banks to establish foreign branches, and the National City Bank of New York has already taken advantage of this provision to start a branch in Buenos Aires.

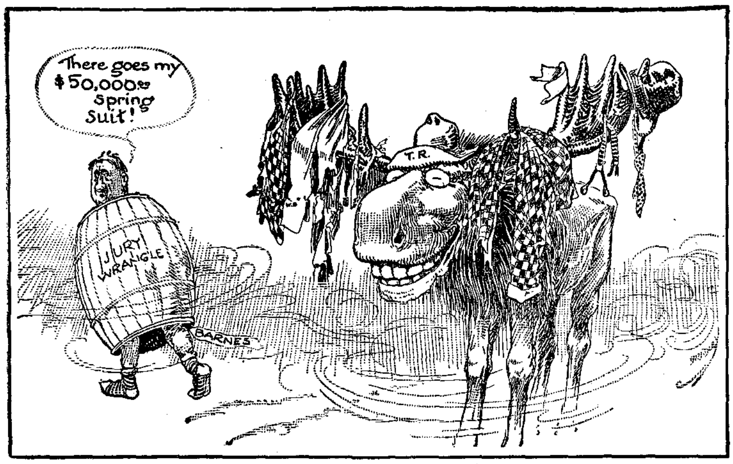
If the representatives of the two continents meet on this occasion "on better terms than ever before," remarks the New York *World*, "the fact is due largely to President Wilson's words and deeds." Not only does Latin-America remember his Mobile speech, in which he said that this country would never acquire another foot of soil by conquest, but it regards him as the chief champion to-day "of neutral rights that are as important south of the Isthmus as north of it." In his opening address to the delegates the President said:

> "There can be no sort of union of interest if there is a purpose of exploitation on the part of any person connected with a great conference of this sort. The basis of successful commercial intercourse is common interest, not self-interest. It is an actual interchange of services and of values. It is based upon reciprocal relations, and not selfish relations. It is based upon those things upon which all successful economic intercourse must be based, because selfishness breeds suspicion, suspicion hostility, and hostility failure.
>
> "We are not, therefore, trying to make use of one another, but we are trying to be of use to one another. And I can not help harboring the hope, the very high hope, that by this commerce of minds with one another, as well as commerce in goods, we may show the world in part the path to peace. It would be a very great thing if the Americas could add to the distinction which they already wear this of showing the way to peace, to permanent peace."

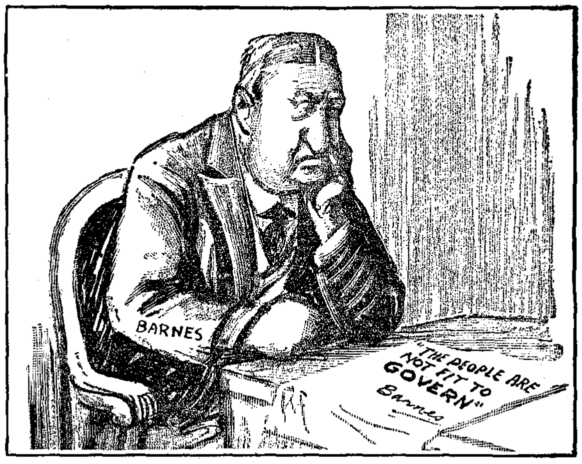
One thing that stands in the way of freer commercial intercourse, added the President, is "the physical lack of means of communication." And he went on to say:

> "I am perfectly clear in my judgment that if private capital can not soon enter upon the adventure of establishing these physical means of communication the Government must undertake to do so."

It was this sentence that drew from such papers as the New York *Sun*, *Journal of Commerce*, and *Times* warnings against reviving the "socialistic" project for Government ownership of merchant ships.


There goes my $50,000.00 Spring Suit!
JURY WRANGLE
BARNES
T.R.

AS THE DUST CLEARS AWAY.
—Bradley in the Chicago *Daily News*.


BARNES
"THE PEOPLE ARE NOT FIT TO GOVERN" Barnes

"NOW I KNOW I WAS RIGHT."
—Starrett in the New York *Tribune*.

CARTOON COMMENT ON A FAMOUS LAWSUIT.

ROOSEVELTIAN LANGUAGE UPHELD

THE THOUGHT, entertained by a few minds, that Colonel Roosevelt's words might not all bear the acid test for exactitude, is now happily dispelled by the verdict at Syracuse clearing him of the charge of libel for coupling the name of William Barnes with the "invisible government of the party bosses, working through the alliance between crooked business and crooked politics." This and other like statements were found by the jury to be not libelous. The Colonel's six-cent victory at Marquette, Mich., two years ago, over the imputer of inebriety is recalled by an observant press, which note that he has now been declared innocent of intemperance in both speech and beverages. "Colonel Roosevelt is still six cents to the good," remarks a Chicago paragrapher; "bring on the next libel-suit." Not only did the Colonel get what he wanted at Syracuse, says the New York *Sun*, summing it all up, but "Mr. Barnes, of Albany, has got that which in the belief of a multitude of independent observers he most thoroughly deserved, and the great American public has obtained a spectacle of unexampled interest, duration, and vivacity of incident." There was our irrepressible ex-President on the stand, defending his past career against the attacks based upon his resurrected correspondence with Thomas C. Platt; there was the imperturbable Barnes, explaining his connection with the State printing-contracts; there were both principals expounding their political ideals to the jury; there were the hardly less picturesque personalities of the leading counsel, and the judge, who by presiding over this conspicuous and historic lawsuit, emerges from his obscurity as the husband of a famous novelist. But it all ended in the jury's decision, not unattended with strange circumstances, that Mr. Roosevelt owed Mr. Barnes no $50,000, nor any other sum, for aspersing his political virtue. Now Mr. Barnes, his lawyer, and his Albany newspaper naturally see no justice in such a "purely Rooseveltian" verdict, and an appeal is to be made for a new trial. But most other newspaper editors seem very well satisfied with the result. Even the ex-President's most consistent journalistic foe, the New York *World* (Dem.), "having little sympathy with political libel-suits," is glad that Mr. Roosevelt will at least not have to pay damages to William Barnes. Regarding the case in its characteristically detached way, the Boston *Christian Science Monitor* concludes that "the country is unquestionably pleased that so distinguished a citizen as Mr. Roosevelt has achieved a legal victory."

An opposite verdict would have throttled much criticism of boss rule, both on the stump and in the press, and hence many editors see in the Colonel's success a notable victory for good government. The Boston *Transcript* (Rep.), for example, is confident that "the overwhelming judgment of the country will sustain the Syracuse verdict and rejoice that the power of the press and of public men to expose political corruption, even in the highest political places, has been strengthened by the courage and fairness with which the judge and the jury in this case have done their full duty." The suit was regarded by the Louisville *Post* (Ind.) as "an attempt to stifle discussion of the offenses of the Invisible Empire against the principles of free institutions." Emphatic declarations that the verdict is a staggering blow to machine rule come from the New York *Tribune* (Rep.) and *Globe* (Ind.), Philadelphia *Evening Ledger* (Ind. Rep.), Toledo *Blade* (Ind. Rep.), Cleveland *Leader* (Ind. Rep.), and Chicago *Tribune* (Ind. Rep.). "It will not be as easy as it has been for the bosses to cooperate," adds the New York *Globe*. At least "it is now safe to call a boss a boss," observes the Philadelphia *Record* (Dem.), tho it adds that we "can hardly look for national salvation as the result of a libel-suit."

The political effects of the case, as concerns these once friendly leaders in the Republican party, are thus stated from a Progressive view-point by the Washington *Times:*

> "The Barnes leadership in New York will not survive such a blow, and the Roosevelt prestige gains immensely. There will be more talk than ever of a consolidation of the elements of the old Republican party, under the leadership of Roosevelt. And there will be a keen realization that 'Roosevelt luck'—that tremendous factor in the direction of national affairs in the last two decades—is still in operation."

To the independent Boston *Herald* "it looks as if the Roosevelt stock is back where it was before he was placed among the down and outs, and politically he has again become a factor." "By eliminating Barnes," the Syracuse verdict has removed the chief obstacle to the Colonel's return to the Republican party, says an interested Democratic observer, the Brooklyn *Citizen*, tho it adds that "he has still to reckon, however, with Senator Penrose in Pennsylvania, Murray Crane in Massachusetts, Joe Cannon in Illinois, and, above all, with ex-President Taft, before he can return to the party in the only way he wants to return, as its acknowledged national leader." But the Buffalo *Enquirer* (Dem.) and *News* (Rep.) agree that the effect of Colonel Roosevelt's "fiery utterances" at the time of the *Lusitania* disaster must be considered in connection with that of the Syracuse trial. The benefit of the trial, says the Grand Rapids *Press*, "would be larger if Roosevelt, like Mr. Taft, had lined up with the country solidly behind the President in the last two weeks and permitted Mr. Wilson to handle a most delicate situation without vicarious suggestion, advice, or counsel."

But whatever may happen to Mr. Roosevelt, the evidence brought out at the trial, says the New York *Evening Sun* (Ind.), "left at least one thing free from doubt—the status of Mr. Barnes. He was clearly shown to be a politician of the vulgar machine type, quite deserving of the castigation which Colonel Roosevelt inflicted on him." William Barnes, agrees the New York *American* (Ind.), comes out of the lawsuit "with little remaining character." The evidence regarding Mr. Barnes's appeals for State printing, says the New York *Tribune* (Rep.), "his 'salary' for acting as printing-broker, his unpaid-for stock in the printing-concern which handled State business, subsequently sold for a fat figure, will go down in political history along with the 'honorarium' letter of the insurance investigation. On the outcome of this case Mr. Barnes staked his political future. He has lost."

But, says the Springfield *Republican:*

> "Mr. Roosevelt's triumph is not all that his friends could have desired. The trial can not have increased his influence. . . . It does tend to confirm the belief, common among others of his opponents in public affairs that his inherent hatred of corrupt politics was not sufficient to deter him from utilizing the alliance between crooked politics and crooked business that flourished in Platt's most powerful period, in order to launch his own career and satisfy his own ambition."

The general public, in the opinion of the Rochester *Post Express* (Ind.), "will not accept the verdict as a vindication of the Colonel." The inside political history brought to light has, it believes, had the effect "to leave the Roosevelt legend too frayed and frazzled around the edges for future usefulness." And the Philadelphia *Record's* verdict that "Theodore and William are tarred with the same stick" seems to express the editorial attitude of the New York *World* (Dem.), *Times* (Ind. Dem.), and *Herald* (Ind.), South Bend *Tribune* (Ind.), and Louisville *Courier-Journal* (Dem.).

For Mr. Barnes, his own Albany *Journal* can speak with more authority than any other daily. It attributes the "Rooseveltian verdict" in part to the "loose thinking" produced by listening to Mr. Roosevelt's discourses on the witness-stand, in part to the introduction of certain evidence, which, tho ruled out by the judge as irrelevant, nevertheless prejudiced the jury. That the jury did not see fit to compensate Mr. Barnes for the "false charge" made against him "does not establish its truth," declares *The Journal.* Mr. Barnes himself, in a statement to the press, asserts emphatically:

> "There is no thing that I can say regarding the verdict of the jury in the matter except that when I brought the action I knew that the accusation made by Mr. Roosevelt of collusion, combination, or even dicker, between me and Tammany Hall, or Mr. Murphy, or any other Democratic agency, not only for any corrupt purpose, but for any purpose, was absolutely false. . . . . . .
>
> "Temporarily at least, the public may believe that I was guilty of what I did not do.
>
> "However, the knowledge of the complete rectitude of my conduct must content me, which, after all, is the only important thing in life."

TOPICS IN BRIEF

A HYPHEN divided against itself can not stand.—*Columbia State.*

GERMANY might send a submarine to bring Dr. Dernburg home safely.—*Albany Journal.*

PORTUGAL'S idea of a stable government seems to be the Augean kind.—*Columbia State.*

SOME nations are better at fighting the good fight than keeping the faith.—*Washington Post.*

CHINA can find out all that Japan wants of her by the simple expedient of looking in the mirror.—*Washington Post.*

THE Austrian soldiers seem to be preparing for an Old Home Week at Peremysl. This will be hard on the Old Home Week poets.—*New York Telegraph.*

COLONEL ROOSEVELT has his quieter, more peaceful moments when he stops being a regiment of cavalry for a little while and is the Audubon Society.—*Ohio State Journal.*

SOME of the German papers are still angry at the Americans who perished on the *Lusitania.*—*New York Evening Sun.*

THE verdict would seem to establish the fact that the Colonel can hit the broad side of a Barnes.—*New York Tribune.*

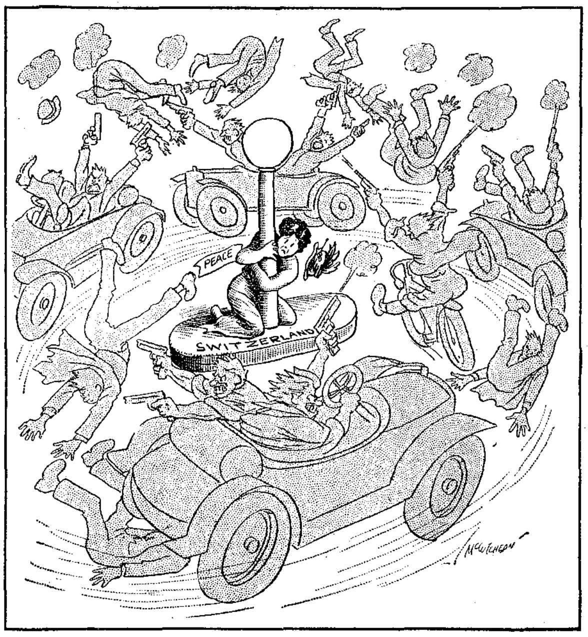
MR. BARNES ought to be satisfied. He sued for damages, and got 'em, severe and plenty.—*Philadelphia North American.*

IT is a safe bet that the next time Mr. William Barnes goes forth to slay his enemy he will not arm himself with a boomerang.—*New York Evening Sun.*

MR. BARNES, of New York, would have learned something to his advantage if he had consulted the gentleman who accused Colonel Roosevelt of drunkenness.—*Kansas City Star.*

ALEXANDER GRAHAM BELL predicts that men may yet think by wire. Some of the legislators at Harrisburg do that now; by long-distance, too.—*Philadelphia North American.*

As it is remembered now, the western Allies were to be the anvil while the Russian Army was to be the hammer. The anvil seems to have come up to specifications; but the hammer!—*Kansas City Star.*



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THE ISLE OF SAFETY.

—McCutcheon in the Chicago *Tribune.*

WHO put the fist in pacifist?—*Toledo Blade.*

IT'S a long, long way to civilization.—*Philadelphia Public Ledger.*

ALMOST anybody would rather be right than President of Portugal.—*Columbia State.*

JAPAN appears to be working under the initiative and ultimatum.—*Honolulu Star Bulletin.*

THE outlook for a safe and sane Fourth of July in Europe is pretty gloomy.—*New York World.*

THE public will be willing to compromise by calling Mr. Barnes hereafter an ex-boss.—*New York Tribune.*

MISS JANE ADDAMS says, "Nothing can be settled by force." What about slavery, to say nothing of American independence?—*Wall Street Journal.*

INDEED, we sometimes think that Colonel Roosevelt never will fully accustom himself to not being the President of the United States.—*Boston Transcript.*

SAN FRANCISCO shrewdly reminds us all that no transcontinental train was ever submarined.—*Chicago Daily News.*

DIDN'T the women's peace delegation make a mistake in going to London and Berlin instead of to Rome?—*Kansas City Star.*

COLONEL ROOSEVELT is characterized by an admirer as "a human bullet." But not of the dumb-dumb variety.—*Pittsburg Gazette-Times.*

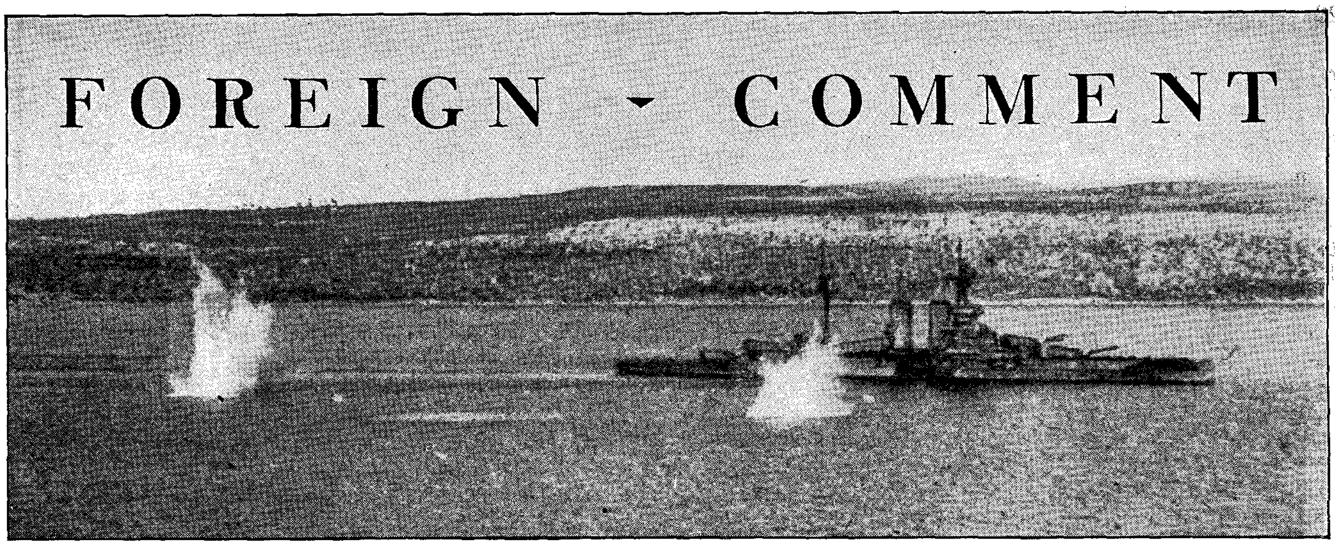
TWO British coroners' juries have charged one Kaiser Wilhelm with murder, but so far there have been no arrests.—*Philadelphia North American.*

THE extracts printed from the Italian Green Book read like an Elihu Root argument on the difference between a Roosevelt residence and a Roosevelt domicile.—*New York World.*

IF an impulsive, romantic people like the Italians can deliberate a year before going to war, how long should a sober, practical people like us Americans deliberate?—*Chicago Daily News.*

COLONEL ROOSEVELT has been ousted from two German societies in New York, and he will probably return the compliment by presenting the members of both societies with credentials in his well-known organization.—*Chicago Herald.*

FOREIGN - COMMENT



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THE BRITISH SUPERDREADNOUGHT QUEEN ELIZABETH UNDER FIRE IN THE DARDANELLES.

Her target is a fort in the Narrows, and her guns, as may be seen, are trained in that direction. Quite near her rises the spray of two ineffectual howitzer shells, from a battery concealed along the shore. The land behind the battle-ship is part of the Gallipoli Peninsula.

HOW EUROPE VIEWS ITALY'S ACT

DIPLOMATIC FLIRTATIONS with the Teutonic Powers and treacherous military preparations, say the Austrian papers, have occupied the time of Italy for the last ten months, and she has chosen her own hour to give expression to that age-long antipathy to Austria which dates from the time when a great portion of Italy was under Austrian rule. A study of the Italian press, however, indicates that ever since the war began the majority of the Italian people has urgently demanded that this unparalleled opportunity of bringing under the Italian flag those "unredeemed Italians" still under the sway of Austria should not be lost. With the passing of the months this demand has become louder and more insistent until the Italian Government has complied by declaring war upon Austria. In the Teutonic countries this step has been denounced as "indescribable treachery," and the Emperor of Austria certainly expresses the feelings of his people when he writes in his manifesto, published in the *Wiener Zeitung:*

"The King of Italy has declared war on me. Perfidy whose like history does not know was committed by the Kingdom of Italy against both allies. After an alliance of more than thirty years' duration, during which it was able to increase its territorial possessions and develop itself to an unthought-of flourishing condition, Italy abandoned us in our hour of danger and went over with flying colors into the camp of our enemies.

"We did not menace Italy; did not curtail her authority; did not attack her honor or interests. We always responded loyally to the duties of our alliance and afforded her our protection when she took the field."

A correspondent in Vienna, picturing the current sentiment, writes to the *Frankfurter Zeitung:*

"The exasperation and contempt which Italy's treacherous surprize attack and her hypocritical justification arouse here (Vienna) are quite indescribable.

"Neither Servia nor Russia, despite a long and costly war, is hated. Italy, however, or rather those Italian would-be politicians and business men who offer violence to the majority of peaceful Italian people, are so unutterably hated with the most profound and honest hate that it is terrible."

A similar exasperation is found in Germany, and even before the actual declaration of war the influential *Kölnische Zeitung* cried:

"If war with Italy comes, Germany's hatred of England will be nothing compared with her hatred of Italy. Her treacherous conduct is unparalleled in history."

The press in both Empires are undismayed by the advent of another opponent. The Prague *Narodni Politika* says:

"The Monarchy has no fear of the war, which it will conduct victoriously and gloriously with all the more certitude because of the loyal assistance of Germany."

The *Frankfurter Zeitung* is equally resolute:

"This war by Italy against her former allies is one of the most abominable examples of perfidy that history knows. We shall now have one more war-zone. Certainly that is no light matter, but it will only increase our resolution not to allow ourselves to be beaten."

In the German capital hatred is the dominant note of the press. The *Berliner Tageblatt* considers that a new opponent merely postpones "the final and inevitable victory" of the German arms, and adds that it has now "nothing but illimitable contempt for Italy." The Berlin *Vossische Zeitung* says:

"On our part every word forced from our choking throats by moral disgust would be too much. Let us not utter words of complaint, but grind our teeth and use other weapons than words to the new enemy."

In France most of the papers are busily speculating as to what the effect will be on the neutral nations. The *Petit Parisien* quotes Mr. Filipescu, former War Minister of Roumania, as saying:

"The desire of Roumania to participate in the conflict is not the only fact determining our future course of action. To be efficacious and definitive, Roumanian action must accompany and cooperate with Italy's. We are engaged now in negotiating our final agreement with Italy."

The Paris *Temps*, in a long article, loudly calls upon America to follow the example of Italy, and assures us that we shall be perfectly safe in so doing:

"The nature of the German reply to the American demand that submarine piracy cease is still unknown, but Ambassador Gerard's instructions to American residents in Germany to prepare to leave is significant of a German refusal. What will America do? Italy gives an example of the noblest course.

"Germany can not hurt America, but the latter possesses inexhaustible reserves of men and can seize German shipping worth many millions."

The London press welcome the advent of Italy among the Allies. *The Times* says:

"In this, the most glorious hour of her history, the Allied peoples, and foremost among them the peoples of Great Britain and the Britons over the sea, extend to Italy their comradeship in arms. They welcome her as the first of the neutral nations to cast her sword into the great scales in which the ransom of the world is being weighed against the insolent might of organized barbarism."

Similar sentiments are exprest by *The Daily Telegraph:*

"For our own sakes we are glad to welcome a new ally, while for hers we rejoice to think that Italy champions the noblest cause for which men can go to war. May she in her defense of justice and right win the victories she deserves and participate with us in the ultimate triumph."

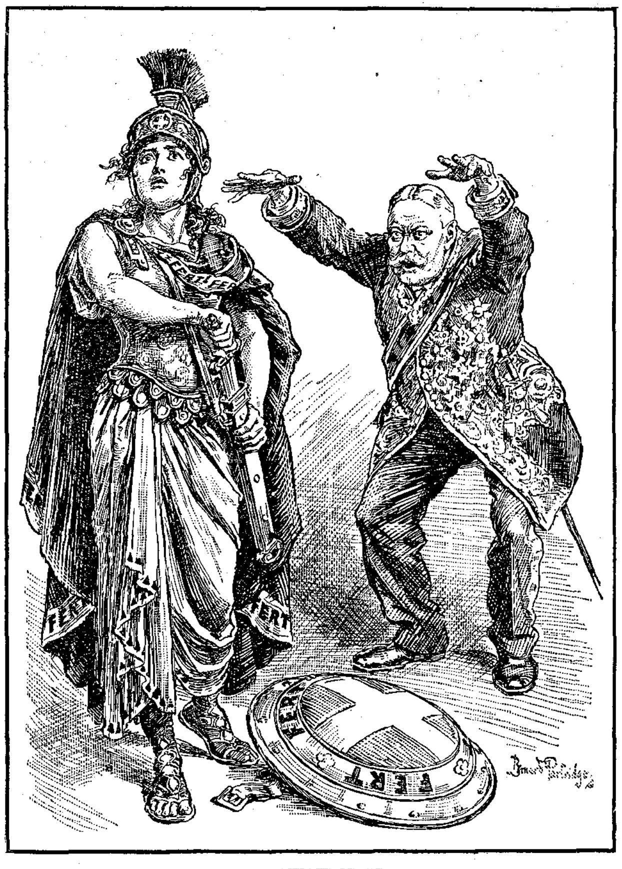
The Morning Post recalls the traditional friendship between England and Italy, and cordially greets the new partner:

"The people of this country will welcome Italy as ally, not merely because of the new strength given to the Allies' arms, but because of the old amity and understanding between the British and Italian nations. We are proud to have the Italians fighting with us in the great cause of liberation, a cause the vindication of which must have such far-reaching consequences for the destiny of Italy.

"All the great Powers that stand for freedom are now ranged side by side in one camp, and it would be difficult indeed to believe that such a combination could fail to be victorious. But for us in this country the adhesion of Italy to our cause should be the occasion not for slackened, but for increased, effort. More is at stake now than ever, and the hour calls for the utmost strength that we can put forth."

The Daily Mail, however, thinks it necessary to offer some apologies for the morality of Italy's act, and writes:

"The Italian intervention is not the result of any diplomatic bargain. It is the outcome of an irresistible popular demand—a demand that has forced its way through many international difficulties, that has rejected Prince von Bülow's bribes and solicitations, and that has taken its stand on the firm principle that duty made further neutrality both a moral crime and a political blunder. It is the unselfish act of a great-hearted nation."



THE AWAKENING.

PRINCE VON BÜLOW (to Italy)—"Stop, stop, signora! You're supposed to be mesmerized—not *mobilized!* —*Punch* (London).

Opinion seems to be divided on the question as to whether the entrance of Italy will prolong or shorten the war. The *Kölnische Zeitung* says:

"Italy has given her help to the Allies because she thinks she has taken the side of the victors and that victory is near. Italy's entry means a new phase of the war. It will lengthen it, increase the bitterness of the struggle, and probably draw other nations into the arena."

A considerable body of English opinion, led by the London *Morning Post,* believes that the advent of Italy will prolong the war. It was hoped that Hungary could be influenced and, through Hungary, that Austria could be detached from her alliance with Germany. Any such idea has now been frustrated by Italy's attack on Austria, and gives a different complexion to the attitude of the public mind in the Dual Empire. In Russia, however, it is generally held that the addition of a new ally will shorten the struggle and will bring in the Balkan nations solidly against the Teutonic Powers. Mr. Sazonoff, the Russian Foreign Minister, thinks:

"Italy's entry into the war will make the war much shorter in duration; it will have an enormous influence on the attitude of neutral countries, and it will lead to the *rapprochement* of States whose interests seem at present to be opposed."

BRITAIN SWAPS HORSES IN MIDSTREAM

THE MUDDLE at the Dardanelles, the failure to prevent labor-troubles, the delay in the production of munitions of war, and the feebleness displayed in handling the drink-question have produced in England a demand for new men at the helm who can be counted on to push war-measures with greater vigor. Indeed the lack of success which so far has attended the policy of the British Government is so striking that a hostile critic like the Berlin *Vossische Zeitung* describes the Cabinet changes in Great Britain as the "raising of a flag of distress on a drifting ship in a stormy sea." The immediate cause of the upheaval in English politics which has resulted in the formation of a ministry of "All the Talents" was the clash between the versatile Winston Churchill and his chief naval adviser, the veteran Lord Fisher, culminating in the latter's resignation as First Sea Lord of the Admiralty. The Prime Minister, Mr. Asquith, sensing, we are told, the general feeling of the country, seized the opportunity to reorganize the Government along non-party lines with the result that the new Cabinet, backed by a united Parliament, will have a free hand, and, the English papers tell us, we may look for a marked change in the policy of the British Government before many days are over.

The curious state of affairs which has produced this radical change in the political life of England is thus described by the London *Pall Mall Gazette:*

"For some weeks the political position has been more serious than the general public supposed or even than some Ministers realized. The drink-muddle was followed by the penalty that scourges all moral weakness and opportunism in war. After that the Government (or we should rather say the late Government) was never so strong again in the eyes of many who had been among its firm and influential supporters.

"Meanwhile, there was a parallel difficulty in the state of dissension at the Admiralty. Two positive and masterful personalities clashed—Mr. Churchill and Lord Fisher. They could not coexist in the same department.

"The nominal question on which the split came was the Dardanelles.

"But the issue goes far beyond that. The whole method and temper of the Cabinet administration in war-time is the real question at stake. It was evident that the Government had ceased to enjoy a sufficient measure of national confidence and that a reconstruction on a broad, patriotic basis must be undertaken. Fisher's *coup* furnished the occasion to the late Ministry.

"It must be remembered that the Ministry of yesterday was not merely a party group; it was a party group in a narrower sense. It did not represent anything like the whole of its own supporters. It included, for instance, no Nationalist or Labor members. It was evident that a Cabinet drawn from the regular Ministerialists, who are a little more than a third of the House of Commons, and who are far less than a majority of the whole country, could not possibly reflect the full political ability of the nation."

The new Cabinet, we are told, comprising the ablest men from every section of English political thought, really represents

LORD NORTHCLIFFE. LORD KITCHENER. LORD FISHER. WINSTON CHURCHILL.

STORMY PETRELS OF BRITAIN'S CABINET CRISIS.

the nation, and the British are, in fact, following the example set by the French very early in the war.

One curious feature of the upheaval has been the bitter attacks on Lord Kitchener, the Secretary of State for War, that have been made by the London *Times*, *The Daily Mail*, and other papers under the control of Lord Northcliffe. This is the more remarkable as it is generally admitted that it was owing to the insistent demand of these very papers that Lord Kitchener's tenure of office is really due. Here are the views of the London *Times:*

"The crisis is due to two solid facts no longer denied in any quarter, and these facts lie at the very root of our fighting efficiency. The first fact, at the War Office, is that deplorable shortcoming in munitions of war, and especially in high-explosive shells, to which our military correspondent first succeeded in attracting public attention.

"The second fact, at the Admiralty, is the disastrous disagreement, partly temperamental, partly due to the fundamental divergence in vital matters of policy, between the two men in chief control of our naval warfare. These are facts beyond any doubt or question which made it impossible for a party Government to survive, and it is with the resultant situation that the coalition has first to deal."

The Daily Mail is even more outspoken:

"*The Daily Mail* stands by every word that it has written. We hold Kitchener entirely responsible for sending out the wrong kind of shells. Repeated appeals have been sent from the front for shells that will save the lives of our officers and men. These appeals were not made known to the Cabinet and have not been met. The truth can not be hidden for long, and it will be found that those who are now so active in criticizing *The Daily Mail* will, when the facts emerge, as emerge they will, turn their criticisms in the right direction. We hope not to be obliged to say anything more on this painful topic. All we have so far written will be justified in the very near future."

The Westminster Gazette, in common with all the London press, except naturally the Northcliffe papers, whole-heartedly defends Lord Kitchener and hints that the attack is probably due to some personal difference between the two men. On the question of munitions it says:

"In particular, the amounts and qualities of ammunition required by trench warfare could only be ascertained by experience which was new and special to this war. There was room here for criticism or warning at the proper moment, but there is no room for clamor or recrimination when the utmost efforts are being made to correct any miscalculations which had been made at any earlier stage and to organize our industries for an unlimited increase of output. There are a thousand good reasons why the debate on that subject should be considered closed, but before it is closed we are glad to be able to put on record that the confidence of the public in the Secretary of War is unshaken."

While *The Westminster Gazette* is protesting, the Government has tacitly admitted the correctness of Lord Northcliffe's charges by appointing Lloyd-George to a new ministry—that of Munitions, thus taking this branch of war-activities from Lord Kitchener's hands. Lord Haldane's retirement as Lord Chancellor was inevitable and is due to the public clamor against him as a pro-German, which seems to have been based upon little stronger grounds than his education at a German university. The appointment of Sir Edward Carson as Attorney-General has excited some opposition in the London press, and the fact that Mr. John Redmond was offered and refused office is not considered sufficient to justify the inclusion of this very capable but inflammatory Irish Unionist leader. Mr. Winston Churchill's acceptance of the unimportant sinecure of the Chancellorship of the Duchy of Lancaster is considered by the Liberal papers as likely to enhance his popularity, as showing his willingness to set aside his personal pride in a time of stress.

Meanwhile the Cabinet crisis has roused the nation to a sense of the realities of war and has inspired a new determination. The London *Spectator* writes:

"We have followed the Roman example; we have named a dictator; but we have put the dictatorship in a commission. Until the war is over there must be and will be no thought of who is a Liberal and who a Unionist, or what the Liberal or Unionist elements in the Cabinet desire. The Administration will have but one thought, one aim—the saving of the nation and the destruction of our enemies."

The influential *Saturday Review* is equally purposeful:

"Party politics, as we have known them for many years past, do not really exist in this country to-day. They are moribund and can not possibly be recalled to life until we have got the upper hand of Germany. We believe the new Government will be broad and representative and will bring a fresh driving force to the one work on which all our hearts and minds are set—the destruction of the evil power of Germany."

The German papers have not been very much interested, and while the one quoted above thinks the change a signal of distress, an opposite view is taken by the *Kölnische Zeitung*, which observes:

"It only has importance for the domestic party life of England, and the German people will do well not to see anything in it at the present moment. It may be that questions of territories where the war is being carried on, or similar questions, will be raised, but in no case is there any question of the war itself. Never in the course of its history has the English people denied its Government in the middle of a war or left them in default, and it would be a great mistake to explain this crisis in that spirit."

STARVING GERMANY

THE TORPEDOING of the *Lusitania* is justified by Germany as an act of retaliation against England for "starving" the German women and children. No actual list of those who have starved to death, however, has as yet been published. Predictions of lack of food and the consequent suffering of women and children have been alternating in the German press with confident assertions that the Fatherland is well supplied with all things necessary for existence and even has luxuries to spare. Newspapers of the highest standing, such as the *Kölnische Zeitung*, the *Frankfurter Zeitung*, and the *Berliner Tageblatt*, have published impassioned appeals to the housewife calling upon her to observe a Spartan economy, and yet, sometimes in the same issue, there may be found articles describing the abundance of food-reserves accumulated by the far-seeing authorities. For example, the *Frankfurter Zeitung* writes:

> "The last months before the new harvest are upon us. . . . From August on we shall again possess, in consequence of our own production, the nourishment and necessities of life for months—for another year, if need be. But until August we must carry on with what we have. . . . Everything that has been done, written, and spoken since the outbreak of the war in connection with the securing of Germany's food-supply must now be put to the supreme test."

The *Kölnische Zeitung* urges householders in the strongest terms to lay in supplies of preserved meat:

> "The time has now come for every one whose means will at all permit it and who has adequate storage facilities at his disposal, or who can rent them, to provide himself as generously as possible with smoked and pickled meat. . . . Provision for the future is one of the most important among the many important duties imposed upon us by the war."

The Professor of Political Science at Kiel University, Dr. Harms, issues a fervid appeal for economy, which, according to the *Berliner Tageblatt*, runs:

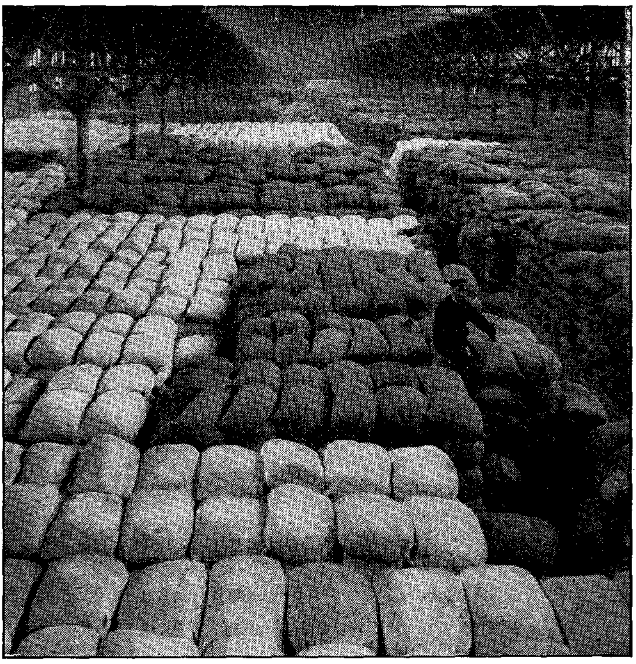
> "Do not let a crumb of bread—that gift of God—be wasted. Eat only war-bread. Regard the potato as a means to assist us to victory. Blush for shame if your desire for luxuries tempts you to eat pies and pastry. Look with contempt on those who are so immoral as to eat cake and so by their greediness imperil our supply of flour."

In the face of such appeals it is a little difficult to discover where the truth lies. Breadstuffs may be, and very probably are, dangerously scarce. But man does not live by bread alone, and other provisions seem to be both abundant and cheap. This we learn from a careful study of the advertising columns of the newspapers, which, in times of stress, are always a valuable index of the national life. In the *Berliner Tageblatt* we find the advertisement of A. Wertheim, Berlin's great department store, which caters for the comparatively well-to-do classes. It is headed "Cheap Provisions," and certainly the prices show that one can starve in Berlin in comparative comfort. Here is the price-list, in American money:

	Cents			*Cents*	
Cod, without head	8	per lb.	Leberwurst	32	per lb.
Live carp	18	" "	Cervelat	54	" "
Live eels	27–30	" "	Smoked Westphalia ham	50	" "
Hams (8 to 12 lb.)	38	" "	Table butter	32–35	" "
Boneless hams	44	" "	Camembert cheese	8	each
Beef, with bone, home-grown	20	" "	Lettuce	1½	per head
Beef, short ribs, home-grown	16	" "	Lemons	7, 10, 12	per doz.
Filet of beef, home-grown	25	" "	California apples	12 & 14	per lb.
Breast of beef, home-grown	18	" "	Dried-apple rings	20	" "
Ox-tongue	25	" "	Dried apricots	25	" "
Loin of lamb	28	" "	Prunes	26	" "
			Pearl barley	14	" "
			Patna rice	13	" "
			Macaroni	18	" "

After reading the above list it is somewhat of a shock to turn to the latest war-tract issued from the Bureau des Deutschen Handelstages and find the first paragraph running:

> "By declaring openly her intention of starving out Germany England has imparted to the present war a particularly barbaric character. By threatening the German civilian population, inclusive of women and children, with starvation she evidently hopes to attain a peace to which she would not be entitled by military success. Now, to be sure, this plan is doomed to failure altho Germany has been placed in an unpleasant but not a dangerous position by the cessation of imports. But the unheard-of brutality of the opponent has now forced Germany to reprisals, and she will likewise have to use starvation of the enemy as a weapon of defense."



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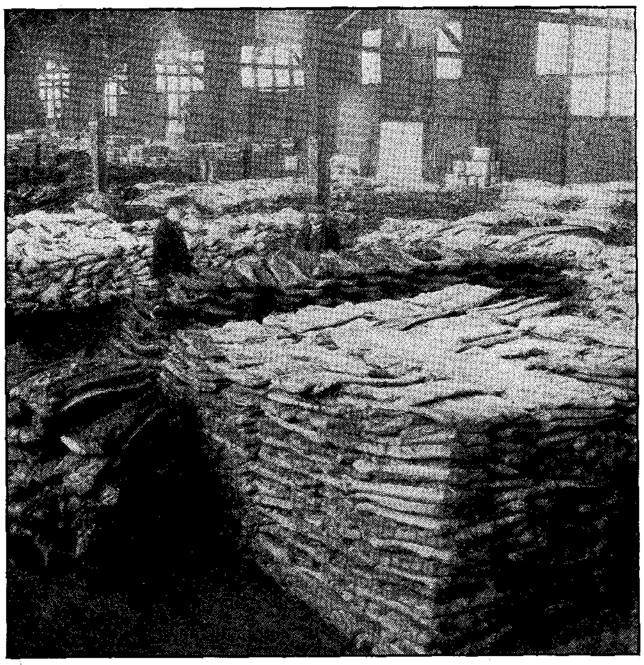
IN "STARVING GERMANY."

In this shed where wheat-flour, rice, and beans are stored, there are nearly 300,000 bags of flour and other cereals.



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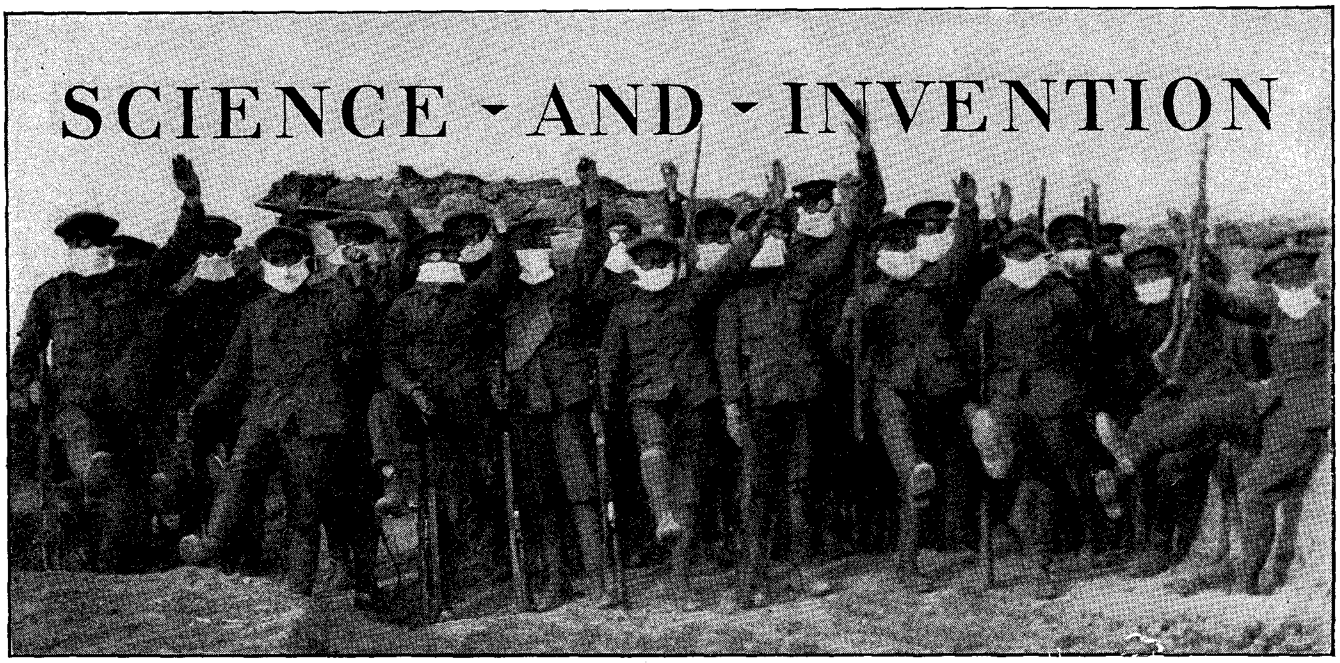
GERMANY'S SALT-MEAT RATIONS AS YET UNTOUCHED.

Here all salt meat is laid out for inspection and, if found satisfactory, stored carefully away and its weight recorded.

IN THE GREAT FOOD-WAREHOUSES AT HAMBURG.

SCIENCE - AND - INVENTION



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BRITISH TROOPS EQUIPPED WITH RESPIRATORS AND GOGGLES TO RESIST THE GERMAN GAS.

GAS AS A WEAPON

WHAT IS THE NATURE of the deadly gas launched against the Allies by their German foes? A contributor to *The Scientific American* (New York, May 15) thinks that the evidence points to chlorin, and he furnishes some interesting facts regarding the probable method of producing the gas on the battle-field and of insuring that it shall reach the enemy in a sufficient degree of concentration to do damage. A formidable attack of this sort on May 24 is described in Sir John French's report:

> "Some positions in our line east of Ypres lost yesterday during an enemy gas attack have not yet been recovered. The amount of gas used was greater than on any previous occasion, extending over a front of five miles. The gas was emitted from cylinders during a period of four and a half hours. At the same time our line was bombarded by asphyxiating gas-shells until the gas-cloud rose at places to a height of fifty feet from the ground.
>
> "Portions of the line remained intact throughout the ordeal, and our men demonstrated that with due precautions this form of attack can be successfully met and defeated."

We are reminded by the *Scientific American* writer that in the evolution of warfare there has been an increasing use of forces further and further from the direct use of muscular power. This tendency, of course, is also shown in industrial development. We see everywhere increased use of machines, the applications of physical forces as they become known through scientific study, and in general the gradual substitution of natural forces controlled by mind for the muscular exertion of earlier times. He goes on to say:

> "The methods of destruction also call upon knowledge from most of the arts and sciences, and each step in their evolution is a further application of scientific knowledge.
>
> "In the present European War the application of such knowledge seems to be reaching the utmost limit of ingenuity. It may almost be called a chemist and physicist war, with its application of physics in aerial navigation and its use of submarines, of telephones, wireless telegraphy, search-lights, and range-finders, and the application of chemistry in the manufacture of its many explosives, the manufacture of hydrogen for air-ships, its illuminating bombs and flares, and, latest of all, in the manufacture of poisonous gases to be used for tactical purposes.
>
> "The reports which have been received seem to show that the gas so far used is chlorin. The greenish-yellow color, the strong smell, the great density of the gas causing it to flow along the ground are indications of chlorin. The symptoms shown by its victims are those exhibited by persons who have been poisoned by chlorin in industrial accidents; that is, great irritation of the mucous membranes, bronchitis, and sudden death by a narcotic action in the most severe cases.
>
> "If chlorin is the gas which was used, it must have reached the trenches in a concentrated form to cause death, unless the death was due in part to psychological effects, for to produce death rapidly it is necessary that the air breathed shall contain at least one part of chlorin in 1,000 of air. Long exposure to air containing 1 part of chlorin per 100,000 is dangerous, and even smaller amounts are troublesome.
>
> "It is of some interest to know how much chlorin is needed to be effective. On the supposition that there is a breeze of four miles per hour and that it takes two minutes to empty the containers holding the chlorin, the drift of air during that time would be about 700 feet; to charge the lower three feet of this air-current with chlorin to a concentration of 1 to 1,000 would require about 6 cubic feet, or one pound for each yard, or something like one ton per mile of battle-front. Chlorin can be obtained commercially compress into liquid form in cylinders for 5 to 8 cents a pound, and as a by-product in the electrolytic manufacture of hydrogen for balloons it may well be of less value."

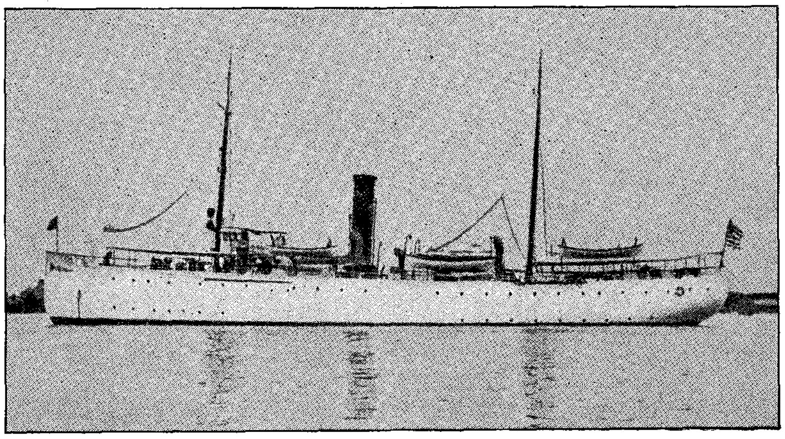
Under proper conditions, the writer concludes, it is quite feasible to use this inexpensive and powerful offensive weapon. But the conditions must be right. Too strong a breeze would diffuse the gas; a variable wind or calm would injure the user. The gas could hardly be used unless the battle-line were straight or convex toward the enemy, since otherwise the fumes would be apt to drift in part over the users' own lines, as, in fact, it has done sometimes, the dispatches say. We read further:

> "And then undoubtedly effective preventive or antidotal measures can be used. A sponge or towel wet with water or, better, with some basic substance like cooking-soda or borax kept ready to put over the face might hold off the danger, and more special respirators charged with basic substances or with reducing agents like oxalates or sodium hyposulfite might enable the attacked force to tide over the worst of the attack. . . . . . .
>
> "Probably sulfur dioxid and bromin might be used in a similar way to chlorin, as they are extremely irritating, act at once, and are heavy. But they could both be absorbed by respirators similar to those effective for chlorin. . . . . . .
>
> "While the use of poisonous gases has been spoken of as in the line of evolution of warfare, since it is an application of advanced knowledge, the thought comes that in view of the apparent cruelty involved it can be used only when it is shown to be of great military value. It has been apparently of some military value temporarily, and is used against military forces and not against non-combatants, and in that sense is perhaps more allowable than the dropping of bombs in cities or the bombardment

of undefended towns, but the weapons which seem most in line with this use of gases in war are the saw-toothed knife, the jagged spear, and the dumdum bullet. With the perfection of preventive measures the tactical advantages may be removed and this barbarous application of scientific knowledge may not tempt the leaders of armies of so-called enlightened nations."

IMPORTED DISEASE

WHAT IS THE USE of suppressing cattle-diseases by "fire and sword" at home while we give unrestricted entry to diseased stock from abroad? This is the question asked by *The Breeder's Gazette* (Chicago), which charges in a leading editorial that Argentine cattle are notoriously infected with foot-and-mouth disease, and that no effort is made to exclude them. Our national veterinary authorities, it says, are "asleep at the switch." After reciting the mysterious outbreak of the disease in Michigan last August, which it charges was facilitated by the failure of the authorities to recognize it, and a consequent delay of two months in dealing with it, the writer goes on to say:



SHE BRINGS FIRST AID FOR DEEP-SEA FISHERMEN.

"It is decidedly significant that this visitation has followed so closely upon the heels of the opening of American ports to the free introduction of foreign animal products. Indeed, the suspension of the introduction of hides, pelts, wool, and all packing-house products, at least from Argentina, is now a question that should have the immediate and very serious consideration of the Administration.

"In *The Gazette* for March 25, Charles Campbell, of the Sulzberger corporation, who has recently returned from a year's sojourn in the Argentine, said:

"'Argentine beef-production is solely on a grass basis, practically all the grain grown being exported. Alfalfa-production has received a stimulus in recent years, and a large acreage is being seeded to that legume. The principal handicap is foot-and-mouth disease, with which the country is thoroughly, and I believe ineradicably, infected. As they feed no grain, loss on this account is minimized, but we could not continue in business on the same basis. Usually their herds go through the disease once a year, sometimes twice, and if ready for the butcher at that time they lose flesh and must be carried over. Mortality is light, the most serious loss at the time calves come. A herd with foot-and-mouth at that period does not raise more than 60 per cent. of the calves. If grass is dry the cattle go back seriously, but if feed happens to be succulent less damage is done. On our high-priced land we could not handle cattle profitably under the same conditions, nor could we feed corn with a prospect, if not certainty, of losing the feed bill and making a new start.'

"That Argentina is full of foot-and-mouth is well known. That the authorities are unable to cope with it is also a matter of common knowledge. The yards and cars and abattoirs through which the so-called recovered and the exposed cases pass on their way from or through infected areas to their destiny, in all human probability hide the dreaded virus of this most insidious of all animal infections. Sheep are subject to it. Their wool is coming in duty-free. Boat-loads of beef and mutton have been landed upon our coasts. What about the wrappings, and what about the meat that has been handled through packing-houses and *frigorificos* located and doing business in an admittedly infected country? . . . . . .

"We have been hard hit. Are we to invite a continuous performance?

"A few more such winters as that just past and beef-steers in America will be as scarce as dodoes."

A FISHERMEN'S FLOATING HOSPITAL

UNCLE SAM is sending a hospital ship to care for sick or injured deep-sea fishermen in the North Atlantic. This latest departure in nursing was made possible in June of last year, when Congress voted an appropriation for medical and surgical aid to the crews of American vessels engaged in these fisheries. The necessity for such relief, says a contributor to *The Nurse* (May), is obvious to any one informed regarding the precarious nature of the work. Measures for relief, agitated for nearly seven years, were supported by various maritime, commercial, and humanitarian interests. Owing to the danger of this occupation, the mortality among the six thousand or more fishermen is higher than among those engaged in the most hazardous industries on land. The delay before treatment made a bad condition worse, and the results can be imagined. We read:

"Congress at length directed that the United States coast-guard cutter *Androscoggin* be fitted up as a hospital ship. Early in January, as soon as the necessary alterations had been made, she sailed from the Boston navy-yard for the fishing-banks of the North Atlantic. This ocean hospital is provided with every essential for giving efficient medical and surgical treatment, and is equipped with a large sick-bay containing several berths, an isolation-ward, an operating-table, sterilizing apparatus, surgical instruments, and, in fact, all the necessary equipment of an up-to-date hospital. The medical department of the cutter is in charge of a commissioned officer of the Public Health Service, Surgeon D. W. Cox. He is assisted by a male graduate nurse and other attendants, so that prompt relief to sick or injured fishermen may be given.

"Hitherto the work of caring for the unfortunate fishermen in this region was done by a French hospital ship, *St. François d'Assise*, which came across the Atlantic every summer to give aid to French fishers on the Grand Banks, and generously treated any others who needed attention, regardless of the flag under which they sailed. This year, owing to the European conflict, the good French ship will be unable to make her usual voyage of mercy, and thus the *Androscoggin* will have opportunity to perform for French fishermen those services which were so gladly rendered to American fishers in former years.

"The fishermen have an all-year-round job. In the winter they may be found as far north as Sable Island, while during the summer season these venturesome men cruise to the Grand Banks and often to the shores of Greenland. Wherever they lead, the *Androscoggin* is bound to follow, her course being mapped out by a committee of ship-owners and skippers of the fishing fleet. Patients who require continued treatment will be transferred to hospitals in Halifax, Portland, Gloucester, or Boston.

"Something of what this service will mean to the American fishermen may be judged from the words of Dr. Thomas W. Salmon (*The Survey*), who first suggested a hospital ship for these men.

"'Many fishermen are badly maimed through infected wounds which could be treated so successfully, were they received ashore, that only the slightest permanent defects would follow them. Fractures which have to be neglected for days and even weeks until port is reached have a very different outcome from those which are promptly cared for; and when a giant sea boards a little schooner and roars down her length, a broken bone is likely to be included in the wreckage.

"'At other times on these banks, and at all times on the banks which lie nearer home, no medical aid whatever is available in time of need. The injured man must grit his teeth and bear it, with the chance of being permanently crippled increasing every minute, and the man stricken with sudden illness must console himself with the reflection that perhaps he has one of those diseases which doctors can not cure anyway.'

"Now all this is to be changed. The strong-hearted toiler of the fishing-banks will no longer be forced to accept illness or injury with a hardihood and resignation of dealing with so merciless a master as the sea. In the future the *Androscoggin* will bring to these fishermen medical and surgical attention which long ago became a necessity in life ashore."

UNEXPLODED SHELLS

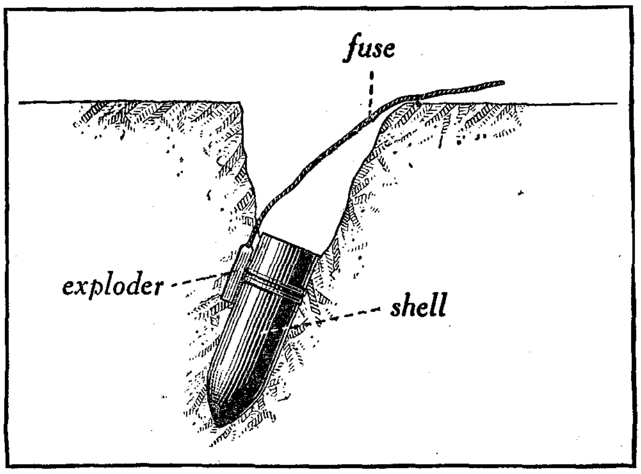
THE EXPORTATION of munitions of war from the United States, to which the Germans object and upon which some of our own peace-advocates look askance, bids fair to rob war of at least one of its terrors. American shells, we are told, are of excellent quality; "they always explode"—something that can not be said for those "made in Germany" or France. Now the unexploded shell is one of war's cruelest dangers, since it may kill or maim the innocent and unexpecting—perhaps years after the fighting is all over and peace reigns in the land. Even when unexploded projectiles are seen and recognized as such, their removal or destruction is attended with great danger. In *La Nature* (Paris) Mr. H. Vigneron tells how the French Army in the field is accustomed to deal with this element. He writes:

A TAMED MONSTER.

An unexploded 15½-inch Austrian shell, the largest the Austrian Army uses.

"All shells fired by artillery do not explode, perhaps because their fuses are not sensitive enough, or because the ground is too soft. It would seem that from this special point of view the prize must be awarded to the Germans for the largest number of non-exploded shells. This is so true that soldiers on the march are afraid to run across these shells and that, where the Germans have passed, care must be taken lest the wagons strike an unexploded shell with too violent a shock. The danger persists after the war is over; and, unfortunately, for long years we shall have to deplore, from time to time, the death of imprudent persons who have tried to 'unscrew a fuse' or carry away an unexploded shell.

"In fact, every fired shell, even if its fuse is incapable of working and causing its explosion, is in a dangerous condition. The safety-devices with which it has been provided have disappeared—destroyed at the moment of fire, so that the explosion may be brought about by the slightest jar. Thus a whole shell should never be touched, especially if it is still provided with its fuse, and if it is to be destroyed we should have recourse to special devices. If the shell is charged with powder, two cases are to be distinguished: as the shell is lying on the ground, or buried beneath it.



"SAFETY-FIRST" TREATMENT OF A BURIED SHELL.

"In the former case, the charge of explosive intended to burst the shell is placed on the projectile, parallel to its axis. . . . At the right and left, piles of earth are made with the hands and joined over the top, pressing lightly on the part just over the charge to assure contact with the shell. . . . The fuse is lighted and the soldier retires to a distance of about 1,500 feet, or to a less distance behind an earthwork.

"If the shell is buried, the excavation is cleaned out so as to disclose the butt of the projectile; and then, without touching the shell, a hole is made in the earth along its axis into which the explosive charge is introduced. . . . . . .

"When the shell to be dealt with is charged with an explosive such as melinite or cresylite, one exploder is generally sufficient to dispose of the entire charge. The precautions to be observed are the same as when the shell is charged with powder, but account must be taken of the greater distances to which the fragments may be thrown, which may reach a half-mile. . . . . .

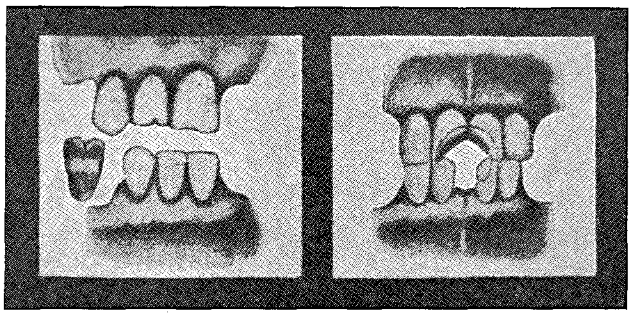
"These facts show how dangerous may be a shell found on a battle-field. The engineers who go out to destroy them surround the shell, when it is of large caliber, with planks, wooden bulwarks, and piles of earth, in order to limit the danger-zone. There is need for complicated apparatus and for skilled men. It is hardly worth while, therefore, to risk one's life, and those of one's companions, by collecting unexploded shells."

WHY DRINKERS ARE FAT—Not all hard drinkers are fat, but the tendency of alcoholics to obesity is too marked to escape notice. A writer in *The World's Advance* (Chicago, May) says it is because the alcohol usurps the function of the fat, which accumulates. As he explains, in substance:

"It is noticeable that those addicted to the use of alcoholic beverages often reveal a tendency to corpulence which is proportionate to their use of the drug. This fatness is not a sign of health. It is not even an indication that alcohol is harmless. It is merely the result of the complete oxidization of the substance of alcohol by the human body. The body will oxidize a two-ounce quantity of alcohol in twenty-four hours, and will do it so completely that no trace of alcohol can be found in any excretory substance. This simply means that the unnatural heat produced in the body by the presence of the stimulant answers, for the time being at least, for what would otherwise be produced by the expenditure of fats and carbohydrates. These latter are the fuel stored up by the body and normally burned up in the production of necessary bodily heat. When alcohol is consumed it furnishes heat—tho not a natural heat—and this expenditure is avoided. The fat is therefore stored up in the body unused, and corpulence is the necessary result. This, of course, is not a normal condition nor a proper process. It becomes more unnatural with increasing use of alcohol."

DENTAL DEDUCTIONS

"MY DEAR WATSON! Is it possible that you do not recognize at once that one of the men is a confectioner and the other a glass-blower; while the girl with them is a dressmaker? Look at their teeth!" This suggestion for an additional Sherlock-Holmes story is the result of perusing a discussion, contributed to *Die Umschau* by Dr. M. Krause, on the effect of different trades and occupations on the teeth. If we except phosphorus poisoning in the match industry, this is a phase of occupational diseases of which we hear comparatively little. Not only do the teeth become decayed or otherwise diseased, or changed in shape, but Dr. Krause tells us that they even are worn or dissolved away to such an extent that only stumps remain. Our quotations are from an abstract in *The Scientific American Supplement* (New York, May 8), where we read:



From "The Scientific American," New York.

A DRESSMAKER'S TEETH,
With grooves cut by biting the thread.

TEETH OF A GLASS-BLOWER,
Showing opening formed by the revolving pipe.

"A good example of the first-mentioned case is furnished by confectioners or candy-makers, whose front teeth, particularly, are prone to decay followed by subsequent discoloration of the exposed dentin, due to the constant breathing in of sugar-dust.

"With workmen in chemical-factories, where acids are manufactured or used in large amounts, 'the process of destruction is not in any respect like the ordinary tooth-decay, but is a decomposition of the inorganic constituents and a devitalization of the organic constituents of the teeth.'

"In describing the effects of acids the author, who relies to a considerable extent on what is told to him, tells us that 'the subjective sensation is alleged to be, above all, a feeling of dulness in the affected teeth; these become so sensitive to change of temperature and to contact with sour, sweet, and salty foods that every partaking of nourishment becomes almost a torture. This sensitiveness disappears when the process of destruction has assumed greater proportions.

"'The front teeth, on account of their location and arrangement, are the first to suffer, since they are earliest exposed to the injurious influences.'

"It is observed that in metal-workers who are neglectful of the care of mouth and teeth almost half of the exposed surfaces of the teeth, from the gums upward, are covered with green coating. The workmen believe that they have 'verdigris' on their teeth.

"Dr. Krause was repeatedly able to convince himself that 'as this coating may still be detected after a change of occupation of some duration, it may be designated and utilized as an important characteristic indication of occupation.'

"This deposit is caused by the 'unavoidable metal-dust which arises during the work and settles on the teeth during breathing, combining with the tartar-coating of the neglected teeth.'

"The wearing away or roughening of the edges of the teeth is well illustrated by shoemakers, who continuously use nails and brads of different sizes, which they usually hold in the mouth and which thus serves as a handy container. 'When a nail or wire brad is required the tongue pushes it between the biting surfaces of the incisor teeth. There it is held fast until required for use.'

"This results in the formation of coarsely jagged edges on the incisor teeth.

"'Only when the nails are continually pushed between the middle incisor teeth will semicircular substance erosions sooner or later result, which are similarly found in upholsterers.'

"As to the effect of their trade on their teeth, we quote the following in regard to glass-blowers: 'In order to form the glass mass into a desired shape, glass-blowers make use of a long iron tube, sometimes provided with a brass mouthpiece. This is the so-called "glass-blower's pipe" which is held between the lips and teeth and is turned during blowing. From this, worn concave surfaces result on the middle incisor teeth, which, when closed, show a rhombic or diamondlike opening characteristic of glass-blowers.'

"All those whose occupations compel them to use the sewing-needle, that is, tailors, modistes, corset-makers, etc., show 'slit-shaped grooves on the cutting edges of the incisors, and according as the possessor is right- or left-handed, running from right to left or vice versa, either slanting or in the center of the cutting edge in the direction of the cutting plane.'

"The cause is that most workers in this trade, male and female, bite or tear off the thread with the incisor teeth before threading their needles.

"'If they have the habit of firmly holding pencils between their teeth, occupational indications are also evident on the front teeth of teachers and draftsmen, thus causing concave substance erosion.'

"It has been proved that the habit of placing nails in the mouth and replacing those not used in a box in common use has been the cause of the transmission of disease. The same has likewise been reported among glass-blowers. For this reason shoemakers, upholsterers, and glass-blowers should be cautioned as to the danger of their manipulations, and the abolition of these abuses vigorously demanded.

"The article concludes with this excellent advice: 'As experience in other occupations has shown that notices and posted regulations do not receive the deserved attention, we need not expect much result from this method in workshops. The lever for enlightenment and education should already be applied to the apprentices while at the trade-schools. It is there that we should, by means of words and pictures, emphasize the great danger to life and health of such customary abuses.'"

WAR'S DEMANDS ON INDUSTRY

A FEW FACTS set before us by *The American Machinist* (New York, April 29) give a hint of the tremendous demand that war makes upon the producing capacity of a nation. This paper tells us:

"A French engineer reports that he has seen car-load after car-load of rifles going back from the fighting-front in France for repairs, and has said that it is estimated that every soldier actively engaged will require ten rifles a year. Of course, many of those returned are repaired and sent back into service. Records from the maneuvers of some of our State militia show a loss of 10 per cent. of the rifles issued during a ten- or twelve-days' encampment. If the loss is as great as this in a few days of training, what must it be in weeks of active fighting? . . . . . .

"Turning to shells for the larger guns, it is said that the French fired one hundred and fifty thousand 75-millimeter shells in the Battle of the Marne. Their 75-millimeter guns can shoot sixteen shells per minute, and there are guns which have records of having shot 2,000 shells in a single day. At the first of this year, the French Government was just completing its equipment to produce 200,000 explosive shells per day. A plant now under construction in Paris is to have a capacity of fifteen thousand 75-millimeter shrapnel-shells per day. At the rate mentioned, eight of the French 75-millimeter guns could fire all the shells produced by a factory employing say 4,000 to 5,000 men.

"These figures apply solely to ammunition and do not hint at the enormous supplies of other materials that an army needs.

"When measured in labor-hours, these figures are astounding and beyond our mental realization. But they do give us a hint as to the tremendous strain upon the manufacturing equipment of the countries now producing war-material. They also show the sound sense behind the action of the last United States Congress authorizing the development by the War Department of a corps of civilian engineers, a part of whose duties will be the production of ammunition and war-material, if this country ever faces war."

ILLNESS FROM SPOILED FOOD

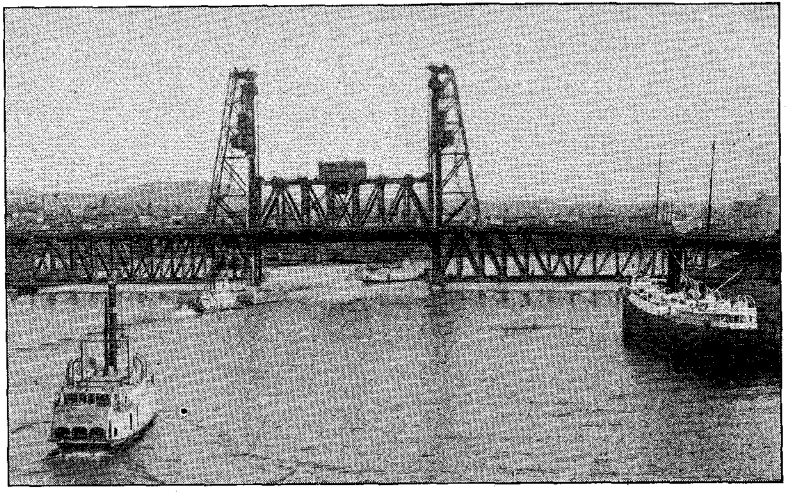
WHY IS IT THAT "ice-cream poisoning," once frequently mentioned in the daily press, is now rarely reported? Why does the sausage-loving German not succumb nowadays to "sausage-poisoning" as he used to do? We have to thank for this the activity of local boards of health, here and abroad, who are trying to keep spoiled food from our tables. All such cases of "poisoning," we are assured editorially by *American Medicine* (New York, March), can be traced to bacterial contamination and the preservation of the foods at a temperature permitting the organisms to grow. We read:

"A very common mistake is to make a hash or croquette the evening before it is to be cooked and then allow it to remain warm all night. If raw meat is used and the weather is hot, serious results are likely to follow. Sometimes a large quantity of such preparations may be put into the refrigerator over night, but the center of the mass is not cooled and its contained bacteria multiply enormously. It may seem trite to call attention to these facts, yet it must be that they are not well known, since every summer witnesses a large number of fatal cases of food-poisoning not only of those who frequent public eating-houses, but in private houses also. We have frequently mentioned the 'indigestion of travelers' due to this cause and suggested a more rigid control of such places, but it seems that accidents may happen in the most careful of restaurants in hot weather, if prepared foods are not kept cold enough to prevent a putrefaction which can not be noticed by any change of taste and odor. It would be a good plan when eating at strange places to avoid such articles as salads and hashes, in the same way we avoid milk of unknown and uncertified source.

"Our settlement-workers may do a lot of good because the enormous summer increase of deaths from gastro-intestinal diseases is in part due to infected foods which have been kept too long and too warm. Ignorant mothers must be told that 'summer diarrhea' is not caused by the summer, altho the heat may prevent a child recovering from a poisoning which would not be serious in winter. Dogs constantly make themselves sick by eating decayed food, and the baby may be made 'as sick as a dog' in the same way. We usually blame an enemy for poisoning our dog when it dies, and blame the weather for poor baby's death, but it might be bad food in each case. Above all else we should remember the possibility that a 'carrier' may have prepared any foods which have been kept warm a long time before use. In other words, let us turn our search-light on doubtful foods a little more than we have been doing, and tighten up the screws on public eating-houses."

A NOVEL LIFT-BRIDGE—A new vertical lift-bridge over the Willamette River at Portland, Ore., said to be a unique electrically operated structure, is described by a writer in *The Electrical Review and Western Electrician* (Chicago, April 17). He says:

"The lower deck provides for a double-track railway in a roadway 32 feet 8 inches in the clear. The upper deck provides for a double-track street-railway in a roadway 29 feet 3 inches in the clear between trusses, besides two cantilevered roadways for vehicle traffic and two sidewalks for pedestrian traffic. To allow passage of tugs and other small river-boats, the lower deck is raised, as shown in the illustration. This does not interfere with traffic on the upper deck. To permit the passage of high-masted sailing-vessels or steamers, the lower deck telescopes with the upper deck, and both are raised to a clear height of 140 feet above high water. The lower lifting-deck is raised to its full height, or lowered, in thirty seconds; and both decks are then raised to their full height, or lowered, in sixty seconds."



By courtesy of the Cutler-Hammer Manufacturing Company, Milwaukee, Wisconsin.

A DOUBLE-DECKER BRIDGE.

When the center section is lifted, traffic may still go on uninterrupted above.

HOW TO TELL TRAIN-SPEED

IN ANSWER to a correspondent who inquired how an engineer knows how fast his train is going, a technical paper recently said: "He gages speed by the motion of the cross-head or other movable part." This reply does not meet with the approval of *Railway and Locomotive Engineering* (Chicago). Says this paper:

"From long experience gained in the locomotive cab, we are disposed to think that the person who gave that answer had no experience in judging the speed of a locomotive. As on most locomotives, the motion of the cross-head can not be watched from the cab unless a person leans out of the window; it is certainly a very deceptive way of judging speed, especially on a dark night, or when the thermometer-mercury has lost its way down in the bulb. An engineer who had to watch the motion of the cross-head on such a night, in order to tell how close he could make a meeting-point, would be apt to lose an ear during the process.

"Every efficient engineer can tell pretty accurately how fast an engine is running, day or night, under circumstances that would be terribly confusing to a novice; but very few engineers can tell how they understand about the speed. Judging accurately the speed of a train is, like all operations, based on skill reached only by practise, and the men most expert at the work can seldom explain clearly how it is done.

"In a court of justice dealing with a train accident the magistrate asked the engineer, 'Will you take your oath that you were running 55 miles an hour?'

"'Yes,' was the reply; 'I swear that I was running 55 miles an hour.'

"Magistrate: 'Will you swear how you know that you were running 55 miles an hour?'

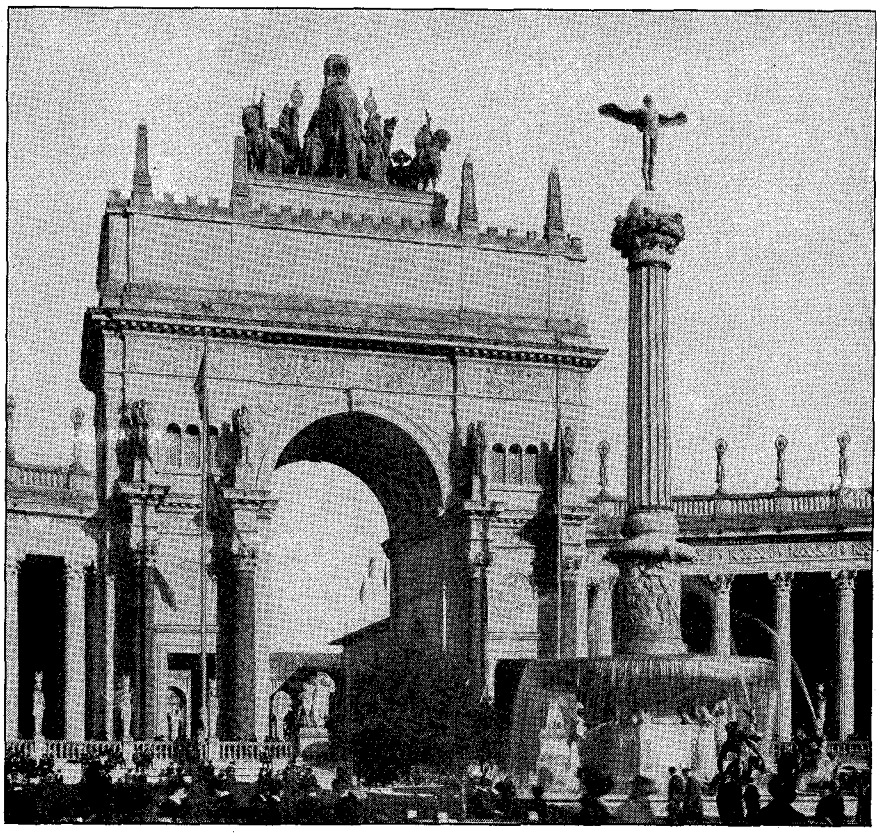
"Engineer: 'I swear that I was running 55 miles an hour, but I also swear that I don't know why I know that I was running at that speed.'

"In daylight the trained man can readily tell whether or not he is keeping time, by the movement past telegraph-poles and other stationary objects; but when dense darkness makes all objects invisible, other means of judging speed must be found. Express-trains keep time as well in the night as they do in daylight, so it must be concluded that the engineers in charge know how to regulate the speed. They do so by a sort of instinctive process, various small things that to the untrained ear or eye would be meaningless supplying the means of judging speed. Objects are seen differently in a clear night from what they are in a dark night, and high wind or heavy rain introduces their own confusing elements; while a rough piece of track would make a raw runner imagine he was running at terrific speed when he was losing time. The instinctive power of training raises the experienced engineer above the influence of deceptive surroundings, and in the worst night that blows the click of the wheels on the rail-joints, the rumble of the wheels upon the rails, or the flash of light upon a passing object, enables the expert to tell how he is getting along, but the cross-head is seldom seen between stations."

LETTERS AND ART

SCULPTURE AT THE FAIR

If a fair of the significance of those held at Chicago and now at San Francisco takes long in preparing, it also requires more time in concluding. Just now it is published that the books of the World's Columbian Exposition of 1893 are finally closed, and beyond the twenty-eight millions disbursed the directors find a surplus of $47,000, which they have now voted to expend in reproducing in permanent form the statue of the Republic executed by Mr. Daniel Chester French. The suggestion of such a permanent souvenir is also worth the attention of the San Francisco authorities, thinks Mr. Royal Cortissoz, the art critic, who declares in the New York *Tribune* that a rare opportunity will be missed if they do not thus perpetuate the Column of Progress. It has beautiful sculpture at its base as well as at the top. Isadore Konti did the bas-reliefs, forming "a beautifully designed procession of figures beautifully modeled," and, says Mr. Cortissoz:



ARCH OF THE RISING SUN.

"The winged youth symbolizing the 'Rising Sun,' poised upon his toes with arms outstretched and face uplifted, is in every fiber prepared to soar heavenward."

> "Mr. McNeil's 'Adventurous Bowman,' crowning the column, is so fine a composition that one can not regard it as a bit of ephemeral decoration. It has vitality. It has style. If it is not preserved here, then Mr. McNeil must contrive to have it preserved somewhere else. It would make a welcome high light anywhere. Yet even as I write those words I am brought back to the principle of which you can never lose sight for any length of time at this fair—the principle of all-embracing unity.
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> "I speak of Mr. McNeil's statue in this fervid way just from an art critic's joy in acclaiming the successful work of a true artist, and there are other pieces of sculpture here which invite much the same appreciative comment. There are Mr. Weinman's two nude figures poised upon their fountain pillars in the Court of the Universe. There is Miss Longman's fluttering 'Victory' surmounting her Fountain of Ceres in the Court of the Four Seasons. But much as you admire these productions, when you come to close quarters with them it is their value as factors in the ensemble that gives you the deeper satisfaction. Let us once and for all dismiss the idea of the high light and think of the plastic decoration only in its larger aspects.
>
> "From that point of view it is, by the way, a little sad, and a little droll, that the first of the great monuments to be encountered on entering the Fair should be seriously hurt in its broad effect by a tactless detail. Mr. A. Stirling Calder, the late Karl Bitter's right-hand man in the development of sculpture for the Fair, is responsible for some of the most admirable work here, and he fully deserved the honor of making the Fountain of Energy, which lies just between the Tower of Jewels and the main entrance. He has justified himself almost completely. The globe which makes his central motive, the nude horseman crowning it, and the spouting sea-monsters in the broad basin below are all welded together in a delightful spirit of picturesqueness. Clouds of water touch the affair with just the right noonday sunlit magic. Why, I wonder, did Mr. Calder, then, think it necessary to balance on the shoulders of his horseman a couple of young winged trumpeters? The wag who dubbed these figures 'superfluous energy' was as wise as he was witty. They pretty nearly ruin a brilliant conception, turning an otherwise impressive horseman into an attitudinizing circus rider."

The sculptures in the Court of the Universe win the critic's complete admiration without any of the abatement noted in the last case.

> "Mr. Weinman is perhaps the most to be envied. Never before has he modeled two such lovely nudes as the 'Rising Sun' and 'Descending Night,' and never has he been more skilful in the representation of movement. The winged youth symbolizing the 'Rising Sun,' poised upon his toes with arms outstretched and face uplifted, is in every fiber prepared to soar heavenward, and there in the Court of the Universe the globe upon which he pauses is lifted into the air with an indescribable felicity. Out of the wide floor of flowers the basins of the fountain and the tall pillar seem literally to rise with the lightness of a bird. This effect is repeated in the fountain on the opposite side of the court, where the winged maiden symbolizing 'Descending Night' comes noiselessly to rest. The beauty of the whole scheme is, in the most exquisite sense, graceful and aerial. To look down from beneath the Tower of Jewels, between these fountains, to the 'Adventurous Bowman' lifted against the blue sky over the bay is to enjoy an incomparable sensation. I can not get over this alchemy of the sky. When the sun is really shining here the heavens are a Sicilian blue. Then, too, one appreciates once more the judgment used by Mr. Guerin in his color-scheme for the fair. His richest tint, the heavy burnt orange with which he has covered some of the statuary on the sky-line, is not, perhaps, the most lovable tint in the world by itself, but it tells gloriously against the blue.
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> "This is magnificently the case where the two prodigious groups on the east and west arches of the Court of the Universe are concerned. Three sculptors worked on these groups—Calder,

Leo Lentelli, and Frederick Roth. An elephant, a camel, and other animals figure in the eastern group. An old prairie-schooner dominates the group on the west. Both compositions are, roughly, pyramidal in character, both are bulky and distinctly picturesque in silhouette. Mr. Calder made no mistake when he designed them; he introduced no teasing superfluous details. He got, instead, the very last shade of decorative expressiveness, kept his groups absolutely massy and monumental, yet caused them to terminate the architectural scene at the two focal points involved as with a grand flourish of Roman gorgeousness, portentous, but having about it the ease and naturalness of life itself."

STILLING EUROPE'S SONG-BIRDS

THE HORSES—those unconsulted participants of the war—have as good care as the exigencies of their situation permit. The Blue Cross Society looks after their sorrows when they suffer beyond their original masters' power to lend an assuaging hand. But what of the beasts of the field and birds of the air? A dead sparrow has gained immortality in England because it was almost the only living thing bagged in four forays of the raiding *Zeppelins*. The fact leads a writer in the London *Times* to speculate on how the birds will fare over a large part of Europe. English birds will go unmolested save for the thousands of eggs of the ground-nesting variety that will be crusht by the boots of soldiers in training. But on the Continent will it be a songless Europe that shall follow? It is a new point of view from which to see the European struggle:

"Last September, when one-half of Belgium was already waste, the present writer watched the terns wheeling over the Yser by Furnes and Dixmude, and plovers whistled across the fields which are now all shell-torn and seamed with trenches. One of the curious sights of the early stages of the war was the swallows gathering in countless numbers for their autumn flight on a clump of ruined farm-buildings on the very edge of a battlefield. Doubtless that farm, with its red-roofed buildings half hidden in the orchard trees, had been the rendezvous for departing swallows for innumerable generations. War had swept over it. The red roofs were gone and the trees ragged and blackened. According to their habit, the swallows still gathered there, huddling close along the edges of the jagged remnants of walls and crowding the broken branches of the apple-trees. Fighting was going on close by, so that the air pulsated to the throb of guns, and whenever a Belgian battery spoke from a field or two away all the birds rose with a rush of wings into the air and swung in tumbling flight about the sky.

"What will the swallows and the terns and plovers do this year, and all the other birds that nest in the Belgian woods? And—

Let me chief the nightingale lament
Her ruined case,

as Thomson says. We are accustomed in England to think of the nightingale as peculiarly a British bird, at least for some months in the year. But nowhere in England can you hear nightingales in the numbers that make the banks of the Seine musical, almost up to the walls of Paris, on any still evening in May. The woods of the Marne and the Aisne and all the Belgian coppices are full of nesting nightingales at Whitsuntide. Instincts, as was shown in the case of the swallows, are extraordinarily tenacious. The nightingales will doubtless return, or have already returned, to their accustomed spots; and, so long as any tangle of the thicket where they had their nest last spring remains unravaged, they will try to build and bring up their families in the very firing-lines."

We shall probably hear, both from the German side and from the British, continues this writer, of men crouched in the trenches, not daring to lift their heads lest a sniper's bullet find them in the moonlight, listening to the birds flooding the night with their melody. The writer imagines these combatants invoking the spirit of Keats's apostrophe: "Thou wast not born for death, immortal bird!" and finding it hard to kill under such a spell. Shall we hear "how the opposing armies lay and forbore to shoot while the nightingales sang"?

"Nightingales abound also in the Karpathians. Among the men who are fighting there must be many, on the Russian side at least, who come from latitudes where the wonderful songster is never heard. To such men what messages and dreams will not the song bring as it bubbles up from the mountain woods on some still night after a day of carnage! Some perhaps will be able to read into it what Shelley heard there:

. . . that those who die
Awake in a world of ecstasy.

"In many parts of the fighting-line, however, it must be impossible for wild things to live. The rabbits, which ordinarily swarm in the sand-dunes all the way from Zeebrugge to Dunkirk, must have had a dreadful time of it. A remnant of them, however, having escaped being killed in their burrows by shells or being caught and eaten in the trenches, will presumably manage to survive, if with shattered nerves; and after a few years of peace the wastes will soon be populous again. But with migrant birds the case is different; and when Belgium has rebuilt her farms with German money and the fields are bearing their wonted crops again, it may be many years before the country will woo back its nightingales. There is a deplorable French proverb, believed to be of Belgian origin, which says that in default of thrushes one must even eat blackbirds. It goes some way to explain why, over much of the country now so sorely stricken, song-birds were never too numerous; and it can ill afford to lose the chief of all the choir."

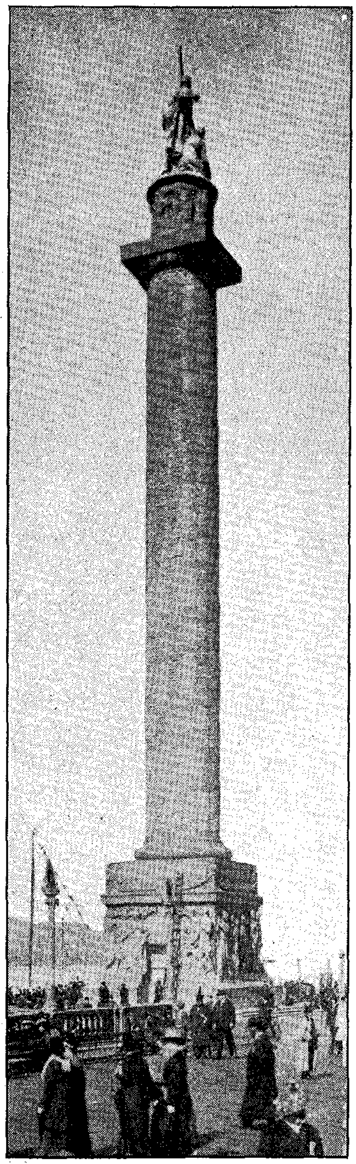
Not until some seasons after the war is over shall we be able to see its effect upon nature, says the British writer, who laments

FOUNTAIN OF ENERGY.

Designed by A. Stirling Calder, it seems a "brilliant conception" pretty nearly ruined by the winged trumpeters balanced on the horseman's shoulders. The "impressive horseman," wails an art critic, almost becomes "an attitudinizing circus rider."

the unreasoning habits of feathered things that prevent England from profiting by the distress of Belgium:

> "If birds were reasoning beings, in the human sense of the words, Belgium's loss might be our gain. As tourists who find, for any reason, their favorite resort impracticable in any year, will flock elsewhere, so we might expect to be called on to entertain a number of feathered refugees that would be no less welcome than those others whom we have already with us. But the tenacity of instinct, already mentioned, probably makes that impossible. A nightingale born in Belgium must, it is believed, seek Belgium, and Belgium only, each summer; and its offspring will similarly return for generation after generation to the same region and the self-same wood in which they first saw the light. Whatever influences first decided the great routes of migration, it is not likely that a bird in any generation now can pick and choose a road for itself. From Africa, where they spent the winter, the Belgian nightingales of last summer must this spring take the way back to Belgium, there to make the best of conditions as they find them. Except as they may be driven hither and thither by the actual guns, they will cling each to its appointed locality. But to those localities wherein no bird can live this summer, or where none can raise a brood, there will be none to return again next spring. It is a pity that we can not tell them that English woods are still unviolated and at peace, and bid them follow those of their cousins who already know the road on the short cross-Channel flight."



COLUMN OF PROGRESS,

Which Mr. Royal Cortissoz suggests should be put in permanent form as a memorial of the Panama fair.

WHAT LITERATURE REAPS FROM WAR

IN WAR'S GRIM TOLL of human life is there exacted also the fine flower of a nation's soul in literature and art? The question is often asked in these fateful days when losses and gains, both material and spiritual, are being reckoned. Some observers express the opinion that out of a great trial by war a country comes by great literature. Others maintain that war makes barren the field of mind and imagination even as it blasts the acres of meadowland. Inclined to the latter view is a writer in the Paris *Temps*, who states the principle that "events which most deeply impress letters are not of the external order, whether political or military, but of the intellectual and moral order." Mature authors of the present, he tells us, will not be "transformed" from their former selves by the war; and as to the rising generation, what they may achieve is more than ever "a secret of destiny." In a word, while the colossal conflict may inspire masterpieces and a new literary era, we do not know in the least whether it will. By the test of precedent the writer is led to this conclusion, for he finds that the world's great works were produced long after the crises that inspired them had drifted into legend. In instance he mentions first the universal Homer:

> "One war there has been which served the poetic art most handsomely. This is the Trojan War. We are not sure that we can approve of it from the standpoint of politics; but it furnished the subject of 'The Iliad'—and that suffices. Unless he were wholly illiterate, even the most fervent pacifist could not regret this war. Yet, altho the chronology of these ancient days is far from exact, it is certain that Homer lived long after the fleet-footed *Achilles*, *Helen* the beautiful, and *Hector* of the glancing helmet. At least two or three hundred years elapsed between the fall of Troy and the composition of 'The Iliad.' Thus tho the literary result of this war is most admirable, it was not immediate. By way of compensation the literary splendor of the achievement shines through the centuries down to our day.
>
> "In this connection one may note that in 'The Iliad' the most beautiful episodes do not consist of pictures of battles, but of scenes apart from the strife. As examples may be mentioned the admiration of the old men at the seaward gates for the charms of *Helen*, the friendship between *Achilles* and *Patroclus*, the conjugal affection of *Hector* and *Andromache*, who smiles through her tears, and then the sublime twenty-fourth book in which *Priam* goes to the tent of *Achilles* to beg the body of *Hector*. Now *Hector* might just as well have been killed in a private duel instead of in an international war, nor would the situation have been less moving. In tragedy, with rare exceptions, as 'The Persians' of Æschylus, war provides only a starting-point and a background. Consider that there would be no essential change in 'Orestes' if the rancor and the infidelity of *Clytemnestra*, with all the ills that follow, had been occasioned by other motives than the warlike ambition of the king of kings and his long expedition into Phrygia."

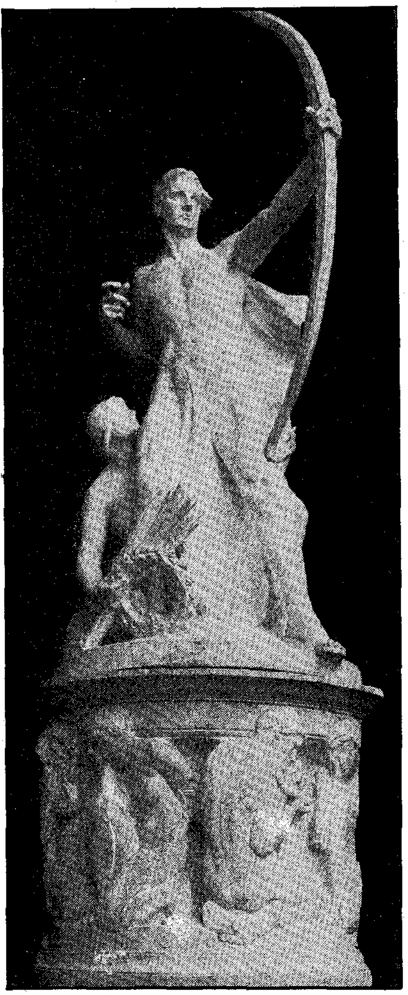
Unquestionably, the writer adds, war serves the epic better than any other form of literature. It is to be remarked, however, that the military epic always relates events far in the past. This is true of the "Chansons de Gestes" on the Charlemagne legend, and of the "Song of Roland," eleventh century, which is about two hundred years after the death of the hero celebrated. Again, the First Crusade happened in the twelfth century, while "Jerusalem Delivered" appeared in the sixteenth. An even greater interval occurs between the sin of our first parents and the publication of "Paradise Lost," in which Milton tells of the war between Satan and the Eternal. Evidently legend is more available for the uses of the epic poet than actual history; and so we must not count on seeing "poetical monuments," celebrating the present war, as soon as the peace-articles are signed. "If Joffre, his officers, and their bearded soldiers awaken a Homer among us, it is not we but our descendants who shall hear his song." Coming down the years to epochs less distant from the present, the writer observes that:

> "The wars of the Revolution and of the Empire, with the outstanding personage of Napoleon, seemingly born for epic purposes, at first afforded nothing at all in poetry. Later we meet some verses of Lamartine and of Victor Hugo; then certain chapters in novels, such as those on Waterloo in 'Les Misérables' and the ironic prelude of 'La Chartreuse de Parme,' by Stendhal. In fact, the most important work derived from the Napoleonic wars—excluding histories and memoirs—is Tolstoy's 'War and Peace.' What of the War of 1870? Out of it we have 'The Terrible Year,' which does not show Hugo at his best; some short stories of Daudet and of Maupassant, and a vigorous if tragic novel by Zola. And this is about all. . . . . . .
>
> "Nevertheless, some may argue that, outside of works directly inspired by war, we must consider in a general way its action on the soul of a people, the stimulus it provides for both writers and the public in the uplifted soul of the country. . . . There are shades of qualification on this contention, and even certain counter-indications, as physicians say. The wonderful flowering of the Italian Renaissance, and, if one may so term it, the pre-Renaissance, which stretches from Dante and Giotto to Tasso

> and Michelangelo, from the fourteenth to the sixteenth century, was for Italy a period of incessant agitation, invasion, civil and foreign wars, and of misery without measure. Shall it be assumed that this very state of crisis stimulated activity and enriched human minds? At least in the case of Dante it can not be denied that the discord which racked his country, and his own feelings as a partizan, kindled his genius marvelously. 'The Divine Comedy' abounds in imprecations and adjurations that would have been pointless in a country at peace. And it may be that what there is of anguish and of violence in the work of Michelangelo at the latter end of this period is to be explained on the same ground.
>
> "On the other hand, however, we discover that the light and splendor of the age of Pericles and of Augustus dawn only after the wars and in the calm of peaceful years. The question suggests itself, then, whether war in itself, dire in any event, and wretched as well when internecine, makes fertile the field of letters and art, or whether the real agent is the glory and prosperity that follow a triumphant issue?"

Furthermore, what are we to think of the familiar evidence of Germany in this connection? asks the writer. Her literary climax, attained with the coming of Goethe, Schiller, and Kant, "coincides with a condition in politics of febrility, if not actual distress," while the era of Bismarck and of the formation of the new Empire was marked by "intellectual inferiority and sterility," as Nietzsche was forever crying. As for French literature in the nineteenth century, it abounds as "the romantic effervescence" of war without ceasing from 1792 until 1815. Nevertheless it was not before fifteen years of peace had passed that romanticism reached its culminating point; and because the romantic movement had begun long before the Revolution, the writer holds that "doubtless this poetic current would have found its own way successfully, even if our political history had taken a course wholly different." We read then:

> "The wars which perhaps have had the most decisive influence on letters since Troy have exercised it only through remarkable counter-effects. The taking of Constantinople by the Turks in 1453 seemed to be a grave disaster to European civilization. Yet it proved the awakening of humanism, as the result of the exodus of the Byzantines who came to inform the West with Greek. Charles VIII. crossed the Alps because he loved chivalric adventure, the flashing of swords, and craved renown to please his lady; and these wars in Italy brought the Renaissance to us. However, in spite of all, tho admitting these happy if accidental benefits, it must be realized that the events which have most deeply impress literature are not of the external order, political or military, but of the intellectual and moral order. Neither the mythology nor the philosophy of the Greeks, not Christianity, the Renaissance, the Reformation, nor the great discoveries of modern science and thought have resulted from war and revolution.
>
> "The liberation of Europe and the end of the Pan-Germanist nightmare will excite assuredly a burst of pride, of confidence and light-heartedness. Enthusiasm will be in the air. It is certain also that a literary productiveness such as ours, through so many centuries continuous, will not stop at this particular juncture. But will a real renaissance in letters ensue? Authors of maturity can hardly be transformed; and as for the young, the matter is more than ever before a secret of destiny. France and humanity in general will profit of this victory; and literature may also—but we do not know in the least that it will."



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THE ADVENTUROUS BOWMAN.

The group by H. H. McNeill surmounting the Column of Progress.

HUBBARD FROM AN ENGLISH ANGLE

ACIDULOUS CRITICS of Elbert Hubbard were sometimes unkind enough to speak of him lightly as a "literary faker." While the accusation was made in a tone of scoffing, it is accepted in a tone of triumph by Agnes Herbert, a staff-writer of the London *Daily Chronicle*. She even goes so far as to say that if she could make choice out of the whole world of literary giants she would say: "Give me, I pray you, the magic of Elbert Hubbard. None of your Hardys, your Barries, your Kiplings for me. The pen of Elbert Hubbard, an' it please you." In the columns of her own paper she goes further:

> "To many of us in England—we are insular in our reading as in so much else—Elbert Hubbard is known only by his *Little Journeys*, perhaps by his 'Message to Garcia,' and a number of Britons subscribe to his unique magazine, *The Philistine*, of which he wrote the major portion. Very few of us recognize that his was a pen of the most extraordinary order.
>
> "Scoffers call him a literary faker. On occasion he was so. He popularized his knowledge of the great philosophers and thinkers, and transposed them so that the man in the street who would avoid the original teachings as he would the plague swallowed the carefully wrapt-up wisdoms gratefully and asked for more.
>
> "Everything Elbert Hubbard touched was made beautiful by the magic of his mind. He was the greatest advertisement-writer in the States, and his methods turned the crying of wares into literary adventures. Each was a faceted gem not to be passed by. He played with words. They were his pawns, and most of them reached the king-row. The more I study his simple, forceful system of writing the more attractive it seems to me. So full of infinite variety that he never appeared to produce the same effect twice, so wonderfully tender when he chose, so delicate, so true, so full of pathos, fire, feeling, art, laughter, tears; so thrilling, so compelling, there is no other modern writer to compare with him.
>
> "How did he learn to write? He learned to write, he always told us, by writing, and the Cadmean game to him was a great one—just the arranging of twenty-six letters that compose the alphabet, and the juggling of seven punctuation-marks. His recipe was this: 'Write as you feel—but be sure you feel right.'"

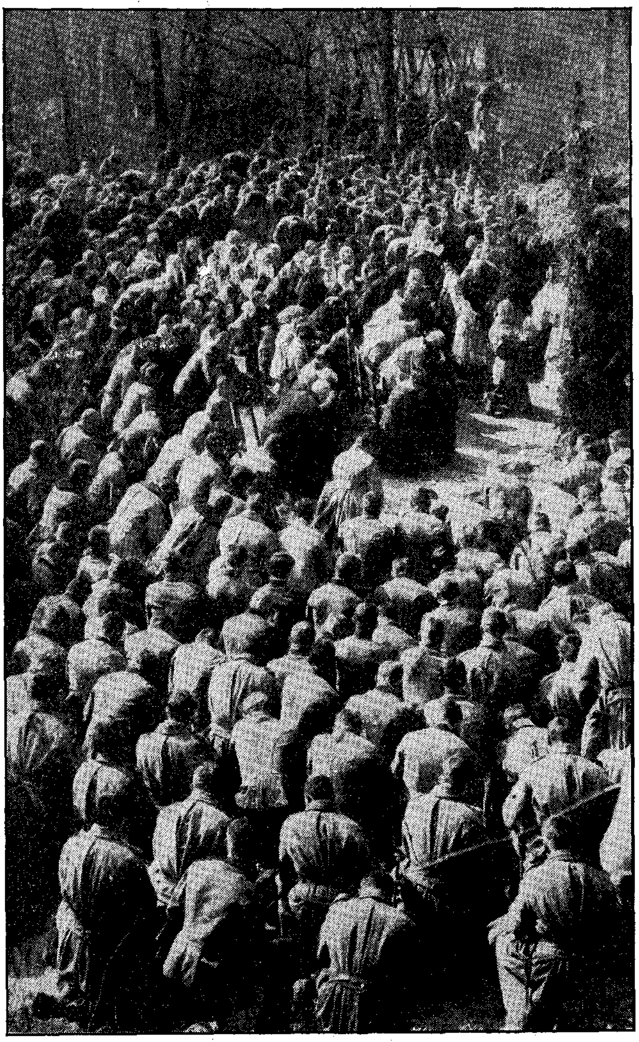
Of all the victims of the *Lusitania* disaster, the Germany which has been reported to have glorified the act will have chief cause, thinks Miss Herbert, to rejoice that Hubbard was one:

> "His indictment of the Kaiser in the October *Philistine*, 'Who Lifted the Lid Off Hell?' got home all right. The claims that the German Army is fighting for art, beauty, truth, liberty, light, the rights of children, and woman suffrage were pulverized by a pen mightier than the Teuton's sword. Only quite recently he wrote: 'Big armies do not protect—big armies bully, terrorize, and tyrannize. The "Slav Menace" is no more to be feared than the Germanic. Ask Belgium!'
>
> "As I sat watching the stars on the night of the sea-tragedy I thought how curious it was that the snuffing-out of a spirit so vital, so stirring, so nimble as Elbert Hubbard's should be unheralded.
>
> "Just then a star fell across the sky in a trailing line of silver. It flashed its message and was gone.
>
> When beggars die, there are no comets seen:
> The heavens themselves blaze forth the death of princes.
>
> "I knew then that Elbert Hubbard was not among the saved."

RELIGION-AND-SOCIAL-SERVICE

SACRAMENT BEFORE FIGHTING

"WE'RE going off to the front to-night, sir, and we thought we'd like to have the sacrament before we go. Can you give it to us?" The question was put by some soldiers of the Black Watch to that poet-preacher and Highland mystic, Lachlan MacLean Watt, and in the Edinburgh *Scotsman* he describes what followed. The picture of the sacrament he brings up before the inward eye is only one in that long history, observes *The Christian Evangelist* (St. Louis), in quoting it, which "would be the most tender, pathetic, courageous, and beautiful in the annals of man." In this instance, which took place somewhere in Flanders, "a table-cloth borrowed from the officers' mess and a little wine from the same source helped out the preparations." We read: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A FIELD MASS IN POLAND.

Where women and children in Russian Poland joined with Austrian soldiers in a service before a crude thatched chapel.

> "A notice on the door that the place was closed for ordinary use until the communion service was over did not keep us free from interruption, for the room was the ordinary one for the soldiers' 'sing-song,' and the men would come and beat upon the doors and clamor for admission, not reading notices nor at first understanding.
>
> "There was a very special reason why I welcomed the experience. For, some years ago in my parish, I realized how many, laid aside by sickness or old age, were unable to share in that service which is so precious to our Scottish folk. And I used to go on each communion Sunday into the little homes in the lanes or away across the moors to some quiet bothie, carrying the sacred symbols of divine brotherhood, and so linking on the lonely to the side community, setting the solitary in families. And the girls' class of St. Stephen's had heard of it, and given me a chaste little set of communion vessels for the purpose. And now these were to receive a very deep consecration. They were to be brought into living touch with the sacrifice of the bravest of our imperial manhood, in this the greatest conflict of opposing ideals which the world has ever seen.
>
> "The men began to gather, and sat down there as reverently as tho the dim, little, drafty hut were the chancel of some great cathedral, holy with the deepest memories of Christian generations. 'You might wait,' whispered one. 'The Camerons and Seaforths may be able to come.' So we waited—a hushed and solemn waiting. Then quietly some of them began to croon old psalm memories and quiet hymns, waiting. And at length the others came, stepping softly into the place; and with them comrades who explained that, tho they were of a different country and a different church belief, they yet desired to share in the act of worship, preparatory to celebration. At length about one hundred and twenty men were there, and we began. It was the twenty-third psalm, the psalm of God's shepherding, the comradeship of the Divine in the Valley of the Shadow, the faith and the hope of the brave. What a power was in it—what a spell of wonder, of comforting, and uplifting in this land of war! They sang it very tenderly, for it spoke to them of times when they had held their mothers' hands, and looked up wondering in their faces, in the church at home, wondering why tears were there, as the dear old hearts remembered. Some of them, also—the tears were on their cheeks as they sang that old psalm, very precious in the homeland, very precious here; and it is a soul-shaking thing to see a strong man's tears. It was surely thus our fathers sang, in quiet places and by foreign streams, when to be true to the faith committed to them meant outcasting, exile, and death. It means a big thing still, to-day, for our Empire—this heart-deep singing of our soldier men. I have never dreamed that I should see such depth of feeling for eternal things. Do not tell me this is Armageddon. It is not the end of things. It is Resurrection and Pentecost we are passing through. A harvest is being sown in France of which the reaping shall be Empire-wide. There will be angels at the ingathering.
>
> "It only needed the simplest words to seal that sacrament. And next morning, in the gray light, the men who had been touched by the thought of home and the dear ones there, and the big throbbing thought of consecration, were marching off to grip the very hand of death, in sacrifice, like Christ's, for others."

The scene was repeated with a difference at another spot, where in a big marquee the members of the Y. M. C. A. had been selling tea and coffee. "We are going off to-morrow," said a fine lad from Cheshire. "Give us communion that we may remember when we go that high ideals call us":

> "It was a difficult thing, just for a moment, to decide whether in that tent where men were noisily eating and drinking at the counter it should be held, or in some place apart. Instinctively I said: 'Yes. Here.' So a rude communion-table was made, of boxes heaped together, as our fathers would heap stones together in the moors. Covered with a white linen cloth, we laid upon that table the little chalice of silver, with the flagon of red wine, and the bread upon its platter, expecting eight men to partake. But the tent filled and hushed, and filled to overflowing; and even outside men stood and peered in through the seams. And we began, as ever, with the psalm of consecrated memory. Again and again, and again, the chalice and platter came back for replenishing. Men raised their drooping heads and stretched out their hands for the sacred symbols. Away up in the trenches, and about the region of La Bassée, red

blood, as red as Christ's, was enriching the soil of France; and the hearts that were beating here might soon be still, in the long graves yonder. A breath of mystery seemed to sway them in that tent, and still that quiet urgency for more came up, until over three hundred men, whose faces to-morrow would be set toward the battle, had partaken of the sacrament of sacrifice that linked us to God and our homes across the sea.

"Talk of your churches, your sects, your quarrelsome divisions! When men are face to face with the eternal, as we are out here, these things are as forgotten as the dust that blew last year over the remotest sand-heap into the Atlantic. Brotherhood in the divine uplifting of a great imperial call, and the love of a uniting Christship, bind, as with a golden girdle, all our hopes, our faiths, and fears, and link them to the Highest."

MASS IN THE ARGONNE FOREST.

Celebrated by the French just in front of the German lines.

FRANCE LOOKING BACK TO ROME

THE BLAME for the Vatican's seeming sympathy with the Teutonic Alliance in the early months of the war was laid at the door of France by religious critics in the Republic and beyond its boundaries. Once the "favorite daughter of the Church," she had alienated herself by her antiecclesiastical legislation and the rupture of diplomatic relations with the Holy See. Austria had succeeded to her coveted place at Rome, according to press reports; and at the outbreak of hostilities, Austro-German influences there were said to be dominant. Moreover, the Italian Catholic press and public showed a coolness if not actual enmity toward their French coreligionists, which only of late, we learn from a writer in the Paris *Figaro*, is changing into consideration. France deserves well of the Vatican, he holds, because she is still the greatest Catholic country in the world. If the religious press and the people have been antipathetic, French Catholics themselves and the French Government are responsible. The former have been too insistent in their complaints and demands at Rome; and the latter continues obstinate against the renewal of diplomatic representation at the Papal Court. As one symptom of a new spirit toward the Allies among the Catholics of Italy, the writer remarks two resolutions lately adopted by the Italian People's Union, which is a strong organization of the faithful under the leadership of their bishops. These resolutions, pacifically denoted as "wishes," express hope for "the affirmation and triumph of the historical principles and traditions of Christian civilization" in the outcome of the war; and that, "at the conclusion of peace Belgium shall be reborn as an independent nation, under the rules and guaranties of Christian international law."

BEFORE THE CROSSING OF THE BAR.

The Bishop of London (second figure from reader's left) in front of the automobile "bar" provided by the Church Army for use of the soldiers in France.

Another straw showing the way of the wind, the *Figaro* writer says, is found in a letter of the novelist René Bazin, "who has lately returned from Rome, where he had the honor of several long audiences with Benedict XV., and where he mingled intimately with many personages of the black world." Alluding to former hostile sentiment toward France, Mr. Bazin observes: "Happily this state of mind, thanks to the progress of time and the efforts of some men, is changing little by little. One feels that the fog is lifting." This intelligence moves the *Figaro* writer to exclaim: "God be praised!" Yet while he agrees with Mr. Bazin that the French Government committed a grave error in breaking off relations with the Vatican, he charges the distinguished novelist and religionist with exaggerating the consequences of this "error." According to Mr. Bazin, "the Catholics of Italy, laymen, religious, prelates, and even some of the cardinals, have lost—

for a brief period only, it is to be hoped—their former opinion that France possest a sort of preeminence in Christendom, a rôle of her own, a mission, a glory." To which the *Figaro* writer replies:

> "I can not believe this, because the reasons for France's preeminence are too firmly founded on too many centuries of history; and, again, they are too stoutly upheld by the grandeur of the religious rôle France enacts in the world to-day. The interruption of her diplomatic relations with the Holy See is not sufficient, to men of good faith, to diminish her incomparable value. . . . Even in these days France furnishes more missionaries and more money for the propagation of the faith than all the other nations combined. Moreover, France alone contributes to the Vatican more than the half of Peter's Pence. Is it conceivable that these matters should be forgotten at Rome? I think not."

We are reminded also that in March, 1913, nearly ten years after France's break with the Vatican, the late Pope Pius X. on a public occasion issued this statement: "The genius of the French nation is more active and more fecund than any other in movements effectual for the advancement of religion." In René Bazin's letter the *Figaro* writer discovers another point to contend, namely, "a certain supposed ignorance" at the Holy See of religious conditions among the French at home. We read:

> "If Rome is so badly informed on these matters, assuredly the explanation does not lie in the fact that we have no ambassador at the Vatican. . . . This is a concern of the bishops. What ambassador could instruct his Holiness and the Roman Curia so well and so authoritatively as our episcopate on the life of the Church in France, on its apostolic ardor, its doctrinal surety, the piety of its people? . . . It is in quite another field—the political—that an ambassador to the Holy See could render to France services which, incidentally, only an official representative of the Republic can render. Therefore it seems incredible that the Government refuses to recognize the state of things. The question of diplomatic representation at the Vatican is not and should not be a religious question. To approach it from this angle would be only to multiply difficulties to a degree practically impossible of solution. The problem is a national one, not a religious."

GALICIA'S VANISHING CHURCH

CHURCHES, as well as peoples, sometimes stake their existence upon the outcome of war. So the present war means the death of at least one historic Church, writes the Rev. A. Palmieri in *The Churchman*. He assumes the eventual defeat of Germany and Austria by their Allied foes, and the permanent occupancy of Galicia by Russia. This, he believes, will enlarge the frontiers of the Russian Orthodox Church and "result at first in suffocating a Church united to Roman Catholicism by the ties of a fictitious allegiance to the Holy See, but which is in its political aims at least animated by a spirit of hostility toward Rome. This Church is the Church of the Ruthenian Uniats in Galicia." The Uniat Church dates back to 1595, when a number of Orthodox Ruthenian bishops were led "to embrace the Roman faith on condition that they and their flock might keep their liturgical tongue and customs and be on a par with the Latin hierarchy and believers. Solemn promises and assurances were given to them both by the popes and the kings of Poland," who were their rulers. But later they were opprest by the Polish nobility, and by the Catholic clergy of Poland, and well-nigh crusht out of existence. Ruthenian priests came to cherish a well-earned hatred for the Polish nation; "and this hatred, increased by the short-sighted policy of Polish rulers in Galicia, contributed greatly to the death of the Ruthenian Uniat churches in those provinces, which after the tragical dismemberment of the Polish Kingdom passed under the scepter of the Czars." But, we are told, the remnants of the Ruthenian Uniat Church still survived under Austrian rule in East Galicia, where 4,000,000 Uniats lived. "Ecclesiastically, the region was divided into three dioceses—the Metropolitan See of Lemberg [Lvov] and the Bishoprics of Przemysl [Peremysl] and Stanislaw." As the reader is further informed:

> "Almost all Ruthenian priests are married. Of 1,200 priests belonging to the Metropolitan diocese of Lemberg, scarcely ten are celibates. The attempts of the Roman Curia to impose the Latin law of celibacy upon them have always been energetically opposed."

The Ruthenians, explains the writer in *The Churchman*, are divided into two factions: the Moschalophiles, who lean toward the Russians, and the Ukrainophiles, who believe in racial autonomy and "distrust both Eastern Orthodoxy and Roman Catholicism." With this historical background, the writer goes on to set forth the present situation as caused by the war:

> "At present, East Galicia has become a Russian territory, and probably Russia will never lose its grasp on a country it has claimed as one of the ancient citadels of its national faith. The Russian conquest has, on a sudden, overturned the political state of Galicia, and brought about the greatest changes in the religious domain. Polish supremacy has vanished. The first Russian governor of Galicia, Count Bobrinsky, strongly asserted that the new acquisition of the Czars is Russian soil, where the Russian language and customs must have the leading rôle in the training of the new generation. The realization of that political program is to be followed by the gradual effacement of the Uniat Church. Uniat rites are not tolerated in Russia, being considered as vulgar stratagems to induce Orthodox believers to renounce their national Church. Therefore, if Galicia remains under the sway of Russian politics, the laws common to the whole Russian Empire will be applied in the new Russian province. That this is the purpose of the Russian Government is made plain by a series of episodes and measures following the Russian conquest of Galicia."

Among these measures are noted the expulsion of the Metropolitan of Lemberg and the appointment of a Bishop charged with the supreme direction of ecclesiastical affairs in Galicia; that is, with the organization of a Ruthenian Orthodox Church and the restoration of the ancient Russian Metropolitan See of Lemberg. Bishop Eulogius in January issued a call to Ruthenians to reestablish their "ancient and historical union with the Russian Orthodox Church." "Uniatism is not your primitive and native faith," he reminded them. "May you return, therefore, to the faith of your fathers, to the faith of the saints that have risen from among you, such as St. Peter, the Metropolitan of Moscow, and the blest Job of Pociaev." This charge, we read in *The Churchman*, has been followed by striking results:

> "As we learn from the *Cerkovny Siestnik*, the movement to forsake the union and return to the Orthodox Church is being carried out on a large scale. Bishop Eulogius has already organized fifty Orthodox parishes. The chief Procurator of the Holy Synod, Charles Gobler, has asked the Government to raise special funds for suitable salaries to the Orthodox priests appointed to the service of the newly created parishes, where the offerings of the faithful are not sufficient to support them. The Uniat priests who return to Orthodoxy will receive a monthly stipend of 100 rubles ($50). The Russian hierarchy hopes that without being compelled by violence to embrace the Orthodox faith the Uniats of Galicia will very soon return into the bosom of the Orthodox Church. . . . . . .
>
> "As the Russian Orthodox papers have pointed out, the recent ordinances of Russian political rulers in Galicia will have to be modified as soon as the Russian domination in that country establishes itself. That means that Russian politics will pursue at the same time the extirpation of the Ukrainophile party, the Russification of the Ruthenians, the spread of the Orthodox faith, and the gradual strangulation of the Uniat Church. I have no doubt that it will succeed in carrying out its plans. But Moschalophile and Ukrainophile Ruthenians have never forgotten the wrongs caused to their national development by the Union of Brest and by the Latin clergy of Poland; and they will imitate the examples of their forefathers who in 1831 and in 1863 swelled the ranks of the Orthodox believers. The final ruin of the Ruthenian Uniat Church will have as a result the complete failure of the attempts to naturalize Roman Catholicism on Slavic soil."

AN ACCOUNT OF OUR STEWARDSHIP

LITERARY DIGEST

BELGIUM FLOUR FUND TO APRIL 27 1915

APR	27/15	CASH CONTRIBUTIONS				
		CASH BOOK NO.1			$ 63 272	22
		" " NO.2			38 771	75
		" " NO.3			12 418	76
		BANK INTEREST TO APRIL 27 1915	$ 147	70		
		"LESS BANK CHARGES & EXCHANGE ON				
		"OUT OF TOWN CHECKS.	83	35	64	35
					$114 527	08
JAN	16/15	BY CASH COMMISSION FOR RELIEF IN BELGIUM	$59 375	00		
FEB	17/15	" " " " " " "	40 625	00		
APR	26/15	" " " " " " "	14 527	08	$114 527	08
		DONATIONS ACKNOWLEDGED IN PUBLICATION OF LITERARY DIGEST DEC 5/14 TO APRIL 17/15			$113 184	90
		BALANCE TO BE ACKNOWLEDGED			1 342	18
					$114 527	08

WE HAVE EXAMINED THE BOOKS AND RECORDS OF THE "LITERARY DIGEST BELGIUM FLOUR FUND" AND FIND THE TOTAL CONTRIBUTIONS FROM NOVEMBER 24 1914 TO APRIL 27 1915 WERE $114 462.73 PLUS $64.35 BANK INTEREST LESS COLLECTION CHARGES MAKING A TOTAL OF $114 527.08 AS BELOW.

THAT THIS SUM WAS COLLECTED AND EXPENDED BY THE PUBLISHERS OF THE "LITERARY DIGEST" WITHOUT EXPENSE OF ANY KIND TO THE FUND AS FOLLOWS:-

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$40 625.00 FOR 7500 BARRELS OF FLOUR WHICH WERE SHIPPED TO THE COMMISSION FOR RELIEF IN BELGIUM AT ROTTERDAM ON FEBRUARY 18 1915 PER S. S. "BATISCAN" ARRIVING MARCH 12 1915.

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COMMISSION FOR RELIEF IN BELGIUM

PER Edward J. Williams
ASSISTANT TREASURER.

MAY 24 1915.

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Previously Acknowledged	**$113 184.90**
Grand Total	**114,527.08**

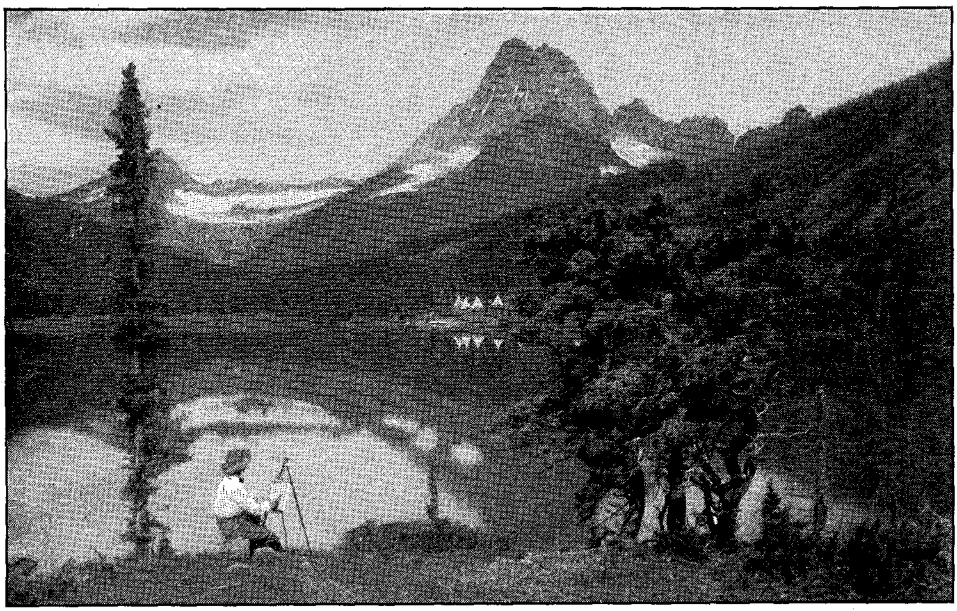
(*Continued on page* 1364)

VACATION - TRIPS - IN - AMERICA

AMERICA'S SUMMER PLAYGROUNDS

THE summer of nineteen hundred and fifteen will be noteworthy in the annals of American travel. For the first time since the tide of transatlantic traffic assumed vast proportions, the exodus abroad is halted. As an editorial writer remarked the other day, "Nobody is going abroad this year who has not business to transact in Europe." Many who have gone to Europe each season, but have never been west of Chicago, will see for the first time the scenic wonders of our own land.

Thousands who know only by description and picture the Grand Cañon, the Garden of the Gods, the Petrified Forest, the ancient abodes of the cliff-dwellers, the pueblos and missions of Spanish America, "bottomless" Lake Tahoe, and the mountain scenery of the great national parks, will see them in actuality. In our own land, too, are duplicates of famous foreign baths. You may take the baths of Nauheim, Kissingen, and Carlsbad at Glen Springs or Saratoga, not to mention many other health-giving native springs. Those who have climbed the Swiss Alps may now climb the Canadian Rockies. Those who have visited the fjords of Norway may explore the great gorge of the Saguenay. Traveling hither and thither, these explorers of America will be treated to revelations of those sources of wealth which have given the continent its prosperity.



LAKE McDERMOTT, IN THE WONDERLAND OF GLACIER NATIONAL PARK, APPEALS TO NATURE LOVERS.

Unusual inducements for travel in America are offered. Thousands are finding the call of California's two expositions irresistible. Panama, completed and in operation, entices the American who is curious to see with his own eyes this greatest engineering triumph of his Government. Newly established passenger-steamer service via the Isthmus links New York with San Francisco. A new coastwise line connects the Golden Gate with Portland. Northward across the Dominion border a new transcontinental railway system has been completed. Construction has begun on the new $35,000,000 Government railway in Alaska. In the Northwest the rapids of the Columbia River have been circumvented and 400 miles of navigable waters secured by the completion last month of the Celilo Government Canal.

For the tourist who insists on an annual voyage many attractive coastwise trips from two to sixteen days in duration are available. For the summer traveler who dreads the sea there are innumerable all-rail, or part-rail, and inland water trips, ready to satisfy every craving of the *Wanderlust*. It is the aim here to give a few practical suggestions for summer travel, showing where and how to go, how long the trip will take, and the approximate cost.

THE CALIFORNIA EXPOSITIONS

The goals of transcontinental tourists this year are the Panama Pacific Exposition at San Francisco and the Panama California Exposition at San Diego. Both fairs have been described in detail in THE LITERARY DIGEST. Neither duplicates the other. Each is distinctive; each worthy of a visit. Visitors to the coast will miss much if they fail to include both San Diego and San Francisco in their itineraries. All tours to California may be arranged conveniently to include both cities.

THE MISSION PLAY

On the trip between San Francisco and San Diego many tourists are finding the California Mission Play a production of intense historical and religious interest. Indeed, it has been styled the Oberammergau of America. The spectacle commemorates the story of Father Junipero Serra in bringing the Christian religion and European civilization to California in 1769. It is presented within sound of the bells of the ancient Mission of San Gabriel, a short distance from Pasadena.

PANAMA

A rapidly increasing tide of passenger travel is flowing through the Panama Canal at the beginning of this first summer of service through this waterway. Many tourists to the California Expositions feel that it would be an anomaly to visit the scenes of these celebrations without seeing that which they celebrate. The dream of an all-water trip from New York to California by way of the Isthmus may now be realized. The Panama-Pacific Line, operating the former well-known transatlantic liners, *Kroonland* and *Finland*, affords a seventeen-day voyage between the two cities, with ample opportunity to view the Canal. The rate by this line, including meals and stateroom berth from New York to San Francisco, returning by choice of rail routes from San Francisco, and with stop-over privileges, is $205.35. Passenger service between New York, Los Angeles, and San Francisco via Panama Canal is afforded also by steamer *Honolulan*, of the American Hawaiian Steamship Company, sailing from New York June 19 and about September 1. Tourists wishing to make a visit in part by water and in part by rail trip may voyage to Panama by United Fruit steamships, returning thence to New Orleans by the same line and then continuing to the coast by rail. The fare from New York to Colon and return to New Orleans is from $108 upward, according to steamship taken. From New Orleans to San Francisco and return by Southern Pacific Railway the round-trip rate is $57.50. Travelers desiring to visit only the Canal may make the round trip via these steamers or by those of the Panama Railroad Steamship Line.

A NEW TRANSCONTINENTAL COMPLETED[1]

Quietly and almost unknown to the traveling public, 35,000 workers have stretched a new band of steel 3,550 miles in length across the continent in the Dominion of Canada. The National Transcontinental Railway just completed is the latest word in rail construction. This system has been constructed by the Dominion Government; the eastern half directly by the Government itself, the western section by the Grand Trunk Pacific under Government contract. When formally accepted it is expected that the entire road will be operated by the Grand Trunk Pacific Company.

The eastern terminus is at Moncton, N. B., on the Bay of Fundy, the western at Prince Rupert on the Pacific Ocean. Two great divisions comprise the line: the eastern including that portion between Moncton and Winnipeg, 1,805 miles; the western, that between Winnipeg and Prince Rupert, 1,745 miles. In round figures, $290,000,000 have been expended in constructing a first-class railway of low gradient (0.5 feet per hundred maximum) and easy curvature (6 degrees maximum), of solid and enduring construction. The route followed is one of remarkable straightness, 215 miles alone being saved over any other line in the distance between Winnipeg and the Atlantic Coast.

Owing to conditions brought about by the war, it is not expected that through first-class passenger traffic will be begun over this system during the present summer. Tourists' hotels are being planned, however, and preparations made to accommodate the large traffic certain to seek a line traversing some of the wildest and most picturesque scenic attractions on the continent.

ACROSS THE CONTINENT

The California Expositions are stimulating transcontinental travel as no other events yet held in the history of the country. If they serve no other end, they will be worth the labor and investment for this alone. They are acquainting thousands of Americans with their own land—thousands who would not have otherwise crossed the country.

Many great arteries of travel lead westward to the Golden Gate. Experienced travelers, anxious to see the most in their trips, will go by one route and return by another. It is well to plan carefully those routes which will give the greatest diversity of scenery. Experienced tourist agents of railway companies or general tourist agencies can give helpful advice. For a slight additional cost one can secure a ticket for one of the tours which swing around the great circle from northern to southern routes, or vice versa.

Within the limits of this article it is obviously impossible to outline trips to California originating at many points. We give, therefore, only a brief outline of the various routes leading westward. There is the direct ocean voyage from New York to San Diego or Los Angeles and San Francisco via Panama Canal by steamers of the Panama Pacific Line. Then there is a special service from New York to Panama, thence to New Orleans by the United Fruit Company's steamers and westward by rail. Those who do not care to include Panama, but who enjoy a sea-trip, may voyage direct to New Orleans and there board a Southern Pacific through train for the coast, passing over the "Sunset Route" through picturesque Spanish America.

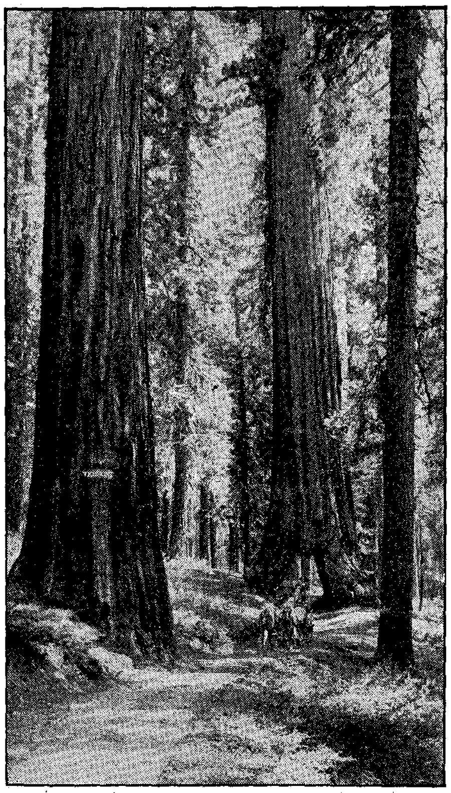
The originating point of most northern routes to the Pacific Coast is Chicago. Unless you go by one of the solid through California excursion-trains, which are being run by certain railways and tourist concerns, or by the Canadian Pacific, you will have to change cars here.

The special San Francisco excursion-rate (round trip) from New York this summer is $98.80 via New York Central Railroad or Pennsylvania Lines, and $94.30 via West Shore, Lehigh Valley, Lackawanna, Baltimore & Ohio, and Erie. This rate includes transportation only. Those who desire to vary the trip to Chicago by including the Great Lakes voyage may embark on the steamer *North Land*, of the Northern S. S. Co., at Buffalo and sail over Lakes Erie, Huron, and Michigan to Chicago by payment of an additional fee of $5. Meals and berths on board the steamer are additional. Or the tourist may embark at Buffalo on an Anchor Line steamer for the voyage to Duluth.

Arrived in Chicago, following are some of the many through routes open to the transcontinental tourist:

Tourists holding excursion tickets from New York to San Francisco desiring to go by one of the northern routes and return by one of the southern lines, or vice versa, in a circular tour to California may do so by payment of an additional fee of $17.50, which includes all rail travel via Portland or steamer to or from Portland. Among the important through trains and scenic attractions of these routes may be mentioned the following:

Beginning with the most northerly route which takes the tourist through the wonders of the Canadian Rockies (described in detail elsewhere in this article), a new service has been just begun embracing the Soo Line from Chicago, via St. Paul and Minneapolis to Portal, thence by the Canadian Pacific System through Moose Jaw, Calgary, Banff, Lake Louise, Field, and Glacier to Vancouver and Seattle. A through train leaves Chicago at 6.35 P.M., the running time being about three and one-half days. From Seattle tourists have a choice of coastwise steamers or all-rail route to San Francisco, Los Angeles, and San Diego.


DRIVING BENEATH THE MANY-CENTURY-OLD BIG TREES OF THE MARIPOSA GROVE.

By the Great Northern Railway, in conjunction with the Chicago, Burlington & Quincy from Chicago to St. Paul and Minneapolis, is operated the "Oriental Limited" through to Seattle; also "The Great Northern Express" via Billings. This route gives direct access to Glacier National Park (described elsewhere), the train running for a distance of 58 miles along the southern boundary of that wonderful mountain reservation. At Portland this train makes direct connection with new express passenger steamers of the Great Northern Pacific Steamship Company, making the run to San Francisco in thirty hours.

Over the transcontinental line of the Chicago, Milwaukee & St. Paul between Chicago, Seattle, and Tacoma are operated "The Olympian," at 10.15 P.M. from Chicago, and "The Columbian," at 10.10 A.M., reaching Tacoma on the third day following. Among the scenic features of this route are the lake region of Wisconsin, a 150-mile ride along the banks of the upper Mississippi, the crossing of three mountain ranges, the Rockies, Bitter Roots, and Cascades, and passing through the great pine forests of Idaho, the fir forests of Washington, and providing access to Rainier National Park.

Two through transcontinental trains between Chicago and the Pacific coast are operated daily over the Northern Pacific System; first, the North Coast Limited from Chicago at 10 P.M. to St. Paul, via the Chicago & Northwestern Line, thence by the Northern Pacific to Spokane, Seattle, Tacoma, and Portland; secondly, the Northern Pacific express from Chicago at 10 A.M. via the Burlington route to St. Paul, thence by the Northern Pacific to Spokane, Seattle, Tacoma, and Portland. By diverging from this route at Livingston tourists may proceed southward to Gardiner, the northern entrance to the Yellowstone Park (described elsewhere). A through transcontinental train is operated direct from St. Louis via Burlington and Northern Pacific routes.

Tourists from Chicago to California via the Royal Gorge and Feather River Cañon route of the Denver & Rio Grande-Western Pacific are afforded through daily Pullman service on the Rock Island at 10.00 P.M. and the Burlington at 11.00 P.M. Important points in the Colorado Rockies are reached by various divisions of the Denver & Rio Grande. In addition to the Chicago service and in conjunction with the Missouri Pacific a new train called "The Scenic Limited" is operated daily between St. Louis and San Francisco.

The Santa Fé enjoys the distinction of being the only route to the Grand Cañon of Arizona; also of operating its own rail lines direct from Chicago to San Diego, Los Angeles, and San Francisco. Among the well-appointed transcontinental trains from Chicago by this route are the "California Limited," "The Missionary," "The Overland," and "Tourist Flyer," each daily. Connections with these trains are available from the Santa Fé's southern divisions. The Santa Fé boasts of having the only through sleeping-car service between San Diego and San Francisco on its trains "The Saint" and "The Angel."

The Southern Pacific System affords over its various main divisions three principal gateways to California—via New Orleans and the Sunset Route, via Ogden and the Ogden Route, and via Portland and the Shasta Route. The connecting rail link between Portland, San Francisco, Los Angeles, and San Diego is supplied by the famous Shasta Route of this system. Eastern tourists via the New Orleans route may journey to this city by rail over the Southern Railway and connections, or by direct Southern Pacific steamer from New York, or via Panama and New Orleans by the United Fruit steamers and then take the Sunset Limited for the Coast. Via Ogden the Southern Pacific, in conjunction with the Chicago & Northwestern and the Union Pacific, carries over its rails the "Overland Limited" and "San Francisco Limited," and, in connection with the Union Pacific and St. Paul systems, the "Pacific Limited" via Omaha and Ogden; also with the Rock Island-El Paso Southwestern lines the "Golden State Limited" via Kansas City, El Paso, and Tucson. Linking Chicago with several of the foregoing transcontinental routes, and themselves reaching directly many points of scenic interest, are lines of importance.

Over the "Soo Line" to Portal runs the Canadian Pacific's coast express to Vancouver and Seattle, and over its own system through service to St. Paul, Minneapolis, Duluth, and Superior.

The Burlington Route carries the Great Northern's "Oriental Limited" via St. Paul, and the same system's "Great Northern Express" via Billings. Over the Burlington travel the Northern Pacific's "Northern Pacific Express" via St. Paul and Minneapolis, and the "Puget Sound Limited" via Billings. Through car service is afforded over the Burlington to San Francisco via the Denver & Rio Grande-Western Pacific and Southern Pacific and to Los Angeles via the Salt Lake Route. Entirely over its own lines a Colorado-Yellowstone tour of great scenic interest is available. Two new trains to the Coast, one from Chicago to Los Angeles and the other from St. Louis to San Francisco, are about to be inaugurated by the Burlington.

Reaching out west, northwest, and north from Chicago are various arms of the Chicago & Northwestern line. Among the important transcontinental trains routed over this system are the "Overland Limited," "San Francisco Limited," and "California Mail" for San Francisco and Los Angeles via the Union-Southern Pacific; the "Oregon Washington Limited" to Portland via the Union Pacific and connecting lines and the "Los Angeles Limited" by way of the Union Pacific and San Pedro, Los Angeles, and Salt Lake systems, and the North Coast Limited via Northern Pacific. The Northwestern itself penetrates the notable Lake resorts of the Northwest.

Among the important arteries of westward travel extending from Chicago (also from St. Louis and Memphis) are the Rock Island lines. Over this route in less than three days from Chicago speed the "Golden State Limited" and the "Californian" by El Paso and the Southwestern and Southern Pacific. Other routes via the Rock Island are those through Denver and Colorado Springs by the Denver & Rio Grande and the Southern Pacific and the Denver & Rio Grande-Western Pacific. Direct fast service to the heart of the Colorado Rocky Mountain resorts is afforded by the Rock Island's "Rocky Mountain Limited" and other through Colorado trains.

To answer in full questions concerning the time and expense necessary for a trip from New York to California would be obviously impossible. An approximate idea may be given, however, by citing the following typical trips which have been arranged by experienced tourist agents.

NEW YORK TO PANAMA CANAL, NEW ORLEANS, RAIL TO SAN DIEGO AND SAN FRANCISCO.

15 Days. $186.60, Meals and berth on steamer; transportation only on rail.	New York to Colon via Havana and Jamaica, thence to New Orleans, United Fruit Company, minimum rate steamship, New Orleans to San Francisco, thence east via all-rail route through Chicago to New York.

(*Continued on page* 1366)

The
Evolution
of Dentifrices

It is a fine art to make a perfect dentifrice—one which will clean and polish without scratching—which will fulfill in a thorough and harmless manner the meaning of the word Dentifrice—"dental friction."

Precipitated Chalk made a great change

It was not so long ago that dentifrices generally contained infusorial earth, cuttle-bone, pumice and other bases, all far too harsh for the delicate enamel of the teeth which, once injured, cannot be restored by nature. In time these materials were largely discarded and the less harsh precipitated chalk became the accepted base of the better dentifrices.

But all precipitated chalks are not alike

Colgate's base is safe

Colgate & Company, not satisfied with the best chalk to be bought on the open market, experimented in their laboratories until they had perfected a chalk free from sharp, angular particles; a chalk that will cleanse and polish without scratching. We make only enough of this for use in our own dentifrices—and so far as we know, we are the only manufacturers who make their own base. This is an evidence of the care used in *making* Ribbon Dental Cream.

And the advertising is truthful

In advertising—as in manufacturing—we choose scrupulously. What we *say* about Ribbon Dental Cream is as conscientiously examined as what we put into it. Efficiency with safety characterizes the making—efficiency with truth characterizes the advertising. Every advertisement is written with the hope that after reading you will test its truth. As you do so, you have our word that it is *true*.

Ribbon Dental Cream does six things

Colgate's Ribbon Dental Cream does six things—and does them well.

1 Corrects an acid condition of the mouth.
2 Checks the growth of decay-germs.
3 Delights by its delicious flavor.
4 Cleans thoroughly without injurious chemicals.
5 Polishes the teeth to natural whiteness without harmful grit.
6 Leaves the mouth refreshed and wholesome.

COLGATE'S
RIBBON DENTAL CREAM
TRADE-MARK

is a complete dentifrice—you too should use it.

Sold everywhere—or a generous trial tube sent on receipt of 4c in stamps

COLGATE & CO.
Established 1806
Dept. Y, 199 Fulton St., New York
Makers of Cashmere Bouquet Soap—luxurious, lasting, refined

CURRENT POETRY

Do soldiers think what the poets tell us they think? Probably not, in most instances. They feel the thrill of patriotism when they enlist, but their work is work, after all, and they can not (like Herr Lissauer) devote time to the cultivation of the emotion of hate.

But there is one poet—and he is an incorrigible romanticist, too—who has given us a poem which really seems to be the expression of a soldier's mind. That Christmas feast, at which German and English soldiers exchanged gifts and greetings, would indicate that the modern soldier realizes that his enemy is only a man like himself. And to this idea Mr. Hewlett has given picturesque and forceful expression. We quote from "Sing Songs of the War" (Charles Scribner's Sons).

IN THE TRENCHES

By Maurice Hewlett

As I lay in the trenches
Under the Hunter's Moon,
My mind ran to the lenches
Cut in a Wiltshire down.

I saw their long black shadows,
The beeches in the lane,
The gray church in the meadows
And my white cottage plain.

Thinks I, the down lies dreaming
Under that hot moon's eye,
Which sees the shells fly screaming
And men and horses die.

And what makes she, I wonder
Of the horror and the blood,
And what's her luck, to sunder
The evil from the good?

'Twas more than I could compass,
For how was I to think
With such infernal rumpus
In such a blasted stink?

But here's a thought to tally
With t'other. That moon sees
A shrouded German valley
With woods and ghostly trees.

And maybe there's a river
As we have got at home
With poplar-trees aquiver
And clots of whirling foam.

And over there some fellow,
A German and a foe,
Whose gills are turning yellow
As sure as mine are so,

Watches that riding glory
Apparel'd in her gold,
And craves to hear the story
Her frozen lips enfold.

And if he sees as clearly
As I do where her shine
Must fall, he longs as dearly,
With heart as full as mine.

That brilliant American poet, Florence Earle Coates, contributes to a recent number of the London *Athenæum* a thoughtful defense of the "War Against War." It is a logical answer to the extreme pacifists, the "peace-at-any-price" people, and it is also a distinguished work of art.

THE NEW MARS

By Florence Earle Coates

I war against the folly that is War,
The sacrifice that pity hath not stayed,
The Great Delusion men have perished for,
The lie that hath the souls of men betrayed:
I war for justice and for human right,
Against the lawless tyranny of Might.

A monstrous cult has held the world too long:
The worship of a Moloch that hath slain
Remorselessly the young, the brave, the strong—
Indifferent to the unmeasured pain,
The accumulated horror and despair,
That stricken Earth no longer wills to bear.

My goal is *peace*—not peace at any price,
While yet ensanguined jaws of Evil yawn
Hungry and pitiless: Nay, peace were vice
Until the cruel dragon-teeth be drawn,
And the wronged victims of Oppression be
Delivered from its hateful rule, and free!

When comes that hour, resentment laid aside,
Into a plowshare will I beat my sword;
The weaker Nations' strength shall be my pride,
Their gladness my exceeding great reward;
And not in vain shall be the tears now shed,
Nor vain the service of the gallant dead.

. . . .

I war against the folly that is War,
The futile sacrifice that naught hath stayed,
The Great Delusion men have perished for,
The lie that hath the souls of men betrayed:
For faith I war, humanity, and trust;
For peace on earth—a *lasting* peace, and *just!*

In "From Muscatine" (F. A. Neidig), Mr. George Meason Whicher reflects picturesque phases of rustic American life with a sympathy equal to that of James Whitcomb Riley. But his method is entirely different from that of Indiana's laureate; he uses the heroic couplet and gives it a charming touch of gentle irony. We quote these entertaining lines from a poem of considerable length.

NUMBER TWO

By George Meason Whicher

Should Observation, whose extensive view
Surveys mankind from China to Peru,
Confine her gaze to prospects not so wide
And search this land of ours from side to side—
Still as she ranges, dart her wakeful eye
Upon each fair-sized town she passes by—
One thing she'd find, the much experienced dame!
Always and everywhere about the same,
Conforming to one universal rule
In every place alike: the old ward school!

Who does not know the type? On every hand
Arise these gaunt *musea* of our land.
Can you not see the red-brick gable wall,
The foot-worn threshold and the musty hall?
The small-paned sash that shakes with every gust,
The blackboard and its circumambient dust,
The wood-box with the water-bucket near—
The cast-iron stove that cooked the atmosphere—
While all bewhittled, pencil-scratched, and marred,
Initial on initial scrawled and scarred,
In rigid rows the desks stood on parade,
The racks on which our weary bones were laid.
For such a temple of the Muse I knew,
When I was young and went to Number Two.

Well I remember that far-distant time,
Up Learning's hill when I began to climb,
When still my mind was in a childish maze,
And all the world for me was wrapt in haze.
Half-seen, half-heard, less than half-understood,
Alike to me the evil and the good.
I only knew that I was sent to roam
From the familiar usages of home.
A desk was mine, and on the splintery floor
I toed the crack my father toed before.
I moved obedient to the new command,
Learned to obey, tho not to understand.
I was a scholar now and went to school,
And a new mistress had begun her rule!

Here by my wondering eyes were first descried
Dim glimpses of the great world's power and pride.
Here Learning's earliest treasures were unrolled;
Romance displayed her store of fairy gold.

Books were not tasks alone; on many a page
The heart of youth could find its heritage.
Nor always teachers strove in vain to find
An open path for boyhood's ardent mind.
Dear, dog-eared Atlas! through your inky stains
What outlet to the world a schoolboy gains,
When Fancy breathes aright her whispering gales
And young Imagination sets the sails!
The unfamiliar accents of each name
Added but zest to this delightful game.

Who would not rove to sunny Malabar,
Or start a caravan for Kandahar?
The strait of Bab-el-Mandeb lures me yet
And Popocatepetl who can e'er forget?
Still to my inward eye each land must bear
That tint your well-thumbed pages made it wear.
There Scotland blue, and England red were seen,
And Ireland gloried in her coat of green,
A yellow waste Sahara spread her sands;
Lilac and amber showed the tropic strands;
Russia was but a splotch of purple ink,
And France seemed Frenchier in her frivolous pink.

But if my grateful tongue should seek to tell
Which of the volumes pleased me passing well,
O'ertopping all, the one I loved the best,
McGuffey's name should shine above the rest!
O rare Fifth Reader! many an hour of joy
Your storied pages fed a hungry boy.
Turn but a cover, and what forms arise,
That fascinated once my eager eyes!
Richard the Lion-Heart—his knightly foe—
Rebecca and the imprisoned *Ivanhoe*—
Ah! what a gallant train you marshal forth
Recruited from the Wizard of the North.
Because of you familiar now remains
The plaintive lilt of *Mrs. Hemans'* strains;
Bombastic *Ossian* first assailed my ear,
And *Logan's Speech* aroused my pity here.

Old Number Two! how much to thee I owe,
After what lapse of years these memories show.
What tho thy choicest gifts were scant and crude!
Not less I give thee filial gratitude.
Where the dim echoes of the mighty past
Awoke the slumbering mind to life at last—
Where the young soul its earliest wings unfurled
And saw with wondering eyes the outer world—
Ah! what avails how rude the nest and small?
A loftier perch had brought a heavier fall!
Then since from earth have vanished long ago
Thy battered walls—since few are they who know
How much of meaning to the youthful sense
Thy gateless yard, thy gaping picket-fence,
The clattering of the old chain-pump, conveyed—
Then be thy merits in my rimes displayed!
These common couplets, artless, void of style,
May well recall thy boxlike, bricky pile.
But let old friends whose patience reads them through
Join in the thanks that justly are thy due.
So hail! and so farewell! Old Number Two!

Several weeks ago, the late Madison Cawein's beautiful poem, "The Wharf of Dreams," was quoted in these columns. A correspondent sends another poem of the same title, and asks the author's name. Altho answering such questions is not in the province of this department, the charm of this poem has caused us to depart from custom and print it, in the hope that some reader will supply the name of the true poet who wrote it.

THE WHARF OF DREAMS

Strange wares are handled on the wharves of sleep.
Shadows of shadows pass, and many a light
Flashes a signal-fire across the night;
Barges depart whose voiceless steersmen keep
Their way, without a star, across the deep;
While from lost ships, housing with ghostly crews,
Come cries of incommunicable news,
And cargoes pile the wharves, a moon-white heap.

Budgets of dream-dust, merchandise of song,
Wreckage of hope, and packs of ancient wrong,
Nepenthes gathered from a secret strand,
Fardels of heartache, burdens of old sins,
Luggage sent down from dire ancestral inns
And bales of fantasy from No-Man's land.

"This is the original *effective* non-skid tire"

— *says Old Man Mileage*

OLD MAN MILEAGE
REPUBLIC TIRES AND TUBES

Copyright, 1914, by The Republic Rubber Co. Youngstown, O.

"The Republic Staggard Tread was originated at a time when there wasn't a single *effective* non-skid tread on the market.

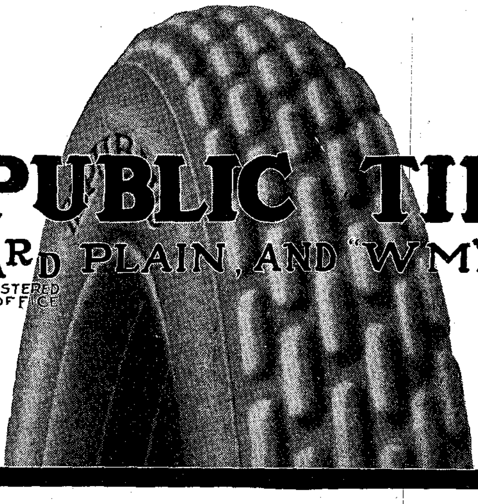
"So the Republic inventors didn't imitate, didn't attempt to construct something 'just as good.' They studied road surfaces, analyzed skidding dangers, and designed along scientific principles a tread capable of filling every requirement.

"For seven years thousands of experienced motorists have been putting it to test on slippery city pavements and hard, gritty country roads. That they believe it to be the Supreme Tire Value is proved by their continuous use of nothing but Republics.

"From the standpoint of economy, too, Republic Tires will win your decision easily. They cost more to buy than many, because there's more *real quality* in them—but they cost less to use than any, because you get more uninterrupted mileage out of them."

Write for *"Old Man Mileage—His Book,"* which contains facts of vital interest to every tire buyer.

The Republic Rubber Co.
Youngstown, Ohio
Branches and Agencies in the Principal Cities.



REPUBLIC TIRES
STAGGARD PLAIN, AND "W.M." TREADS
TRADE MARK REGISTERED U. S. PATENT OFFICE

Republic Staggard Tread, Pat. Sept. 15-22, 1908.

Why I Changed to Van Camp's

A woman telephoned this story to a friend:

"Summer came and I wanted some ready-cooked meals. Meat was high, and I knew that Beans were even more nutritious.

"But my home-baked Beans never appealed to John, nor did the Beans I bought. Then I read in a magazine about Van Camp's—a new-style Pork and Beans.

"Of course, I was skeptical but I tried them. And now this dish which I rarely served is about our favorite dinner."

One woman states it that way. But a million housewives, if they would, could tell experiences practically identical.

VAN CAMP'S PORK & BEANS BAKED WITH TOMATO SAUCE

Also Baked Without the Sauce

10, 15 and 20 Cents Per Can

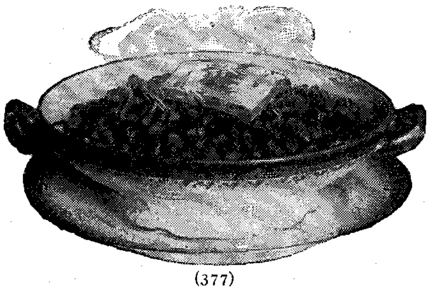
The trouble is that no home oven more than half bakes beans. Even then, the top beans crisp and the middle beans boil into mushiness.

Under-baking makes them hard to digest. That forbids them to many. It lessens their delight with all. That is true of all beans not baked in modern ways.

The Van Camp way leaves the Beans mealy and digestible, yet whole. The Van Camp sauce, which is baked with the Beans, gives them a wondrous zest.

Try this new-style dish, which has changed the entire aspect of Baked Beans. It has made Baked Beans four times as popular as they were a few years ago.

Buy a can of Van Camp's Beans to try. If you do not find them the best you ever ate, your grocer will refund your money.



(377)

PERSONAL GLIMPSES

HOW THE PRESIDENT MET THE CRISIS

"THE country stands behind the President," was the line that appeared most frequently in the newspapers of the second week in May, following the sinking of the *Lusitania*. Few, indeed, carped or criticized in this time of stress, and the one thing most apparent was an abiding faith in the Chief Executive. Those who did not join in the general sentiment were obvious extremists, such as the writer of the amusing editorial condemning the President's attempt at physical relaxation during this difficult period as a heinous crime. But while all the country was keeping faith with their President, how was Mr. Wilson meeting the situation? We knew that he went for a short walk immediately after receiving the news of the *Lusitania's* fate; that he played a round of golf on Saturday; that he went to Philadelphia to address a throng of newly naturalized citizens, before the note was completed that was to state our position in unequivocal terms; and that, immediately after the note was finished, he set sail for his long-planned "holiday"—the naval review in the Hudson River. Henry Rood, writing for the Wheeler Syndicate, in the New York *Sun*, takes us inside the White House during those days and gives us a more intimate picture of the President's actions than the newspapers of the week vouchsafed. He reminds us that on Tuesdays and Fridays the President always meets the Washington correspondents, and that on a Friday came the *Lusitania* news. On this day—

> He met the reporters as usual and later went about his work as Executive of the nation, until suddenly a portentous message snapt off the telegraph-wires: The great passenger-steamer *Lusitania* had been torpedoed by a German submarine; there had been a terrific explosion on board; the ship had sunk; probably a thousand lives had been lost, among them many Americans.
>
> Just a bare statement, that first message, practically in the form of a bulletin; but in the flash of a single thought its overpowering importance was comprehended by the President. Better, far better, than any other he saw the possibilities therefrom resulting. He was not stunned, as some uninformed correspondents wired their papers, but the news of the tragedy fell upon him with full force.
>
> A short, quick walk in the open air, then back to the White House. To his secretary he said he was going to his private study; that he must not be disturbed. Then he went up to that room in the second story of the White House, the old Cabinet room adjoining the circular library, to think the situation out to a finish. Friday night and Saturday passed by, and Saturday night and Sunday, and Sunday night and Monday.
>
> No documents or other papers were brought to him save those he sent for. No person saw him without being summoned, save one—Dr. Cary Grayson, his personal physician, who has in his keeping the President's health and strength, upon which so much depends.
>
> Within a few hours after news had arrived of the *Lusitania* tragedy telegrams commenced to pour in from all over the country. Within a day or so between 1,500 and 2,000 had arrived. The President read almost all of them, for he wanted to know how the individual American felt. He did not care to see any newspapers, however, for time was precious, and he had absolute faith that the press of the United States, irrespective of party affiliations, would stand by the Government, a bulwark of immovable strength in this time of national crisis. Such a tribute of implicit confidence has rarely been paid the newspapers of this country.

Personal interviews demanded too much from him, and he avoided all that he possibly could. We are told that he valued much more highly the cold, clear, written statement of a man's opinion than his spontaneous utterance, colored with his personality. Such opinions the President demanded from his Cabinet, for it is an error to suppose that Mr. Wilson came to his decision alone. To be sure, he makes up his own mind, but not until he has carefully considered the views held by men of highest responsibility in one field or another. And now we learn of a new branch of the Government:

> Very few are aware that—notwithstanding the eminence and ability of certain attachés of the State Department—ever since the European War broke out last August, the Government has had at its service an Unofficial Council, composed of the greatest authorities on international law and procedure now living in this country. Some of these men may be Republicans, some Democrats. Their political leaning has had nothing to do with the fact that they have been on duty constantly for nearly ten months studying every move made by foreign Powers, interpreting relations of this or that to the United States, forecasting as far as possible every emergency which might arise and through such information conveyed by the State Department to the White House, enabling President Wilson to possess the combined opinion of the most experienced advisers, so that when the time came to act he could act promptly and surely, as he is doing.
>
> Likewise the President knows definitely what the resources of the country are. When he shut himself up in his private study face to face with the most critical situation that has arisen for fifty years it was not without full knowledge of the possibilities involved.
>
> Whether he intended to stay there working, thinking, planning, studying documents all night long and until Saturday morning came is not revealed. But he did not stay up all of that Friday night, nor all of any other night—because Dr. Grayson was on duty just as truly as was the President. And he saw to it that President Wilson realized the importance of avoiding physical overstrain by going to bed at his usual time, somewhere between half-past ten and eleven. The

At your house, perhaps, there is some important member of the family who should be enjoying Kellogg's Toasted Corn Flakes—with good milk poured in the side of the dish—not on top—just enough to float the crispy flakes and bring out their delicate flavor. *Spare the sugar.*

Oh, you'll *all* be eating them—and repeating oftener than with any other breakfast food—these golden flakes with the ever-alluring fresh-from-the-oven taste!

And remember *please* that you don't know corn flakes unless you know *Kellogg's*—the original Toasted Corn Flakes—with the pride of the originator to keep the delicate process *complete.*

Even Baby can tell the difference!

Then too there is the *WAXTITE* package that keeps the fresh, good flavor in—and all other flavors out.

W. K. Kellogg

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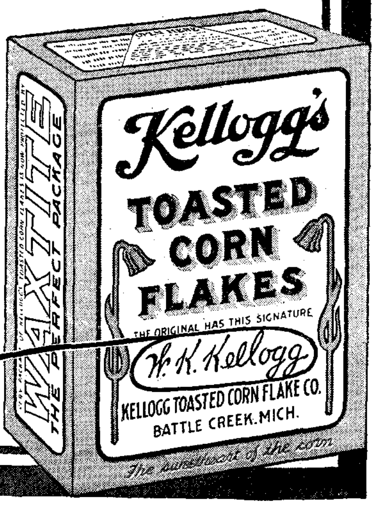
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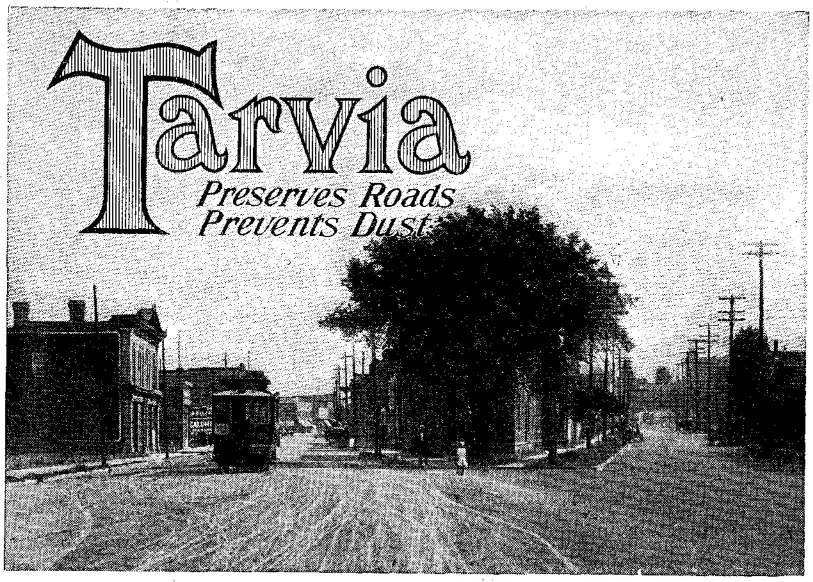

Water and River Sts., Manistee, Mich.
Both treated with Tarvia.

What a City Manager says—

Manistee is one of those progressive, modern cities which have taken their municipal administration out of politics and vested it in an appointive city manager.

One of the first problems to which this expert devoted his attention was to street paving. Evidently he determined upon a modern, economical program, for in subjecting his report he writes on November 20, 1914—

"We have covered about ten miles of paved streets during the present summer months with 'Tarvia B' and sand, and 'Tarvia A' and stone dust. Results have been very satisfactory. Manistee's paved streets are now in a more satisfactory condition than for several years."
(Signed) CHAS. E. RUGER, *City Manager.*

Tarvia is made in several grades to meet varying road conditions.

The testimonial above refers only to the dust-laying and road preservation work which has been done with "Tarvia A" and "Tarvia B".

A very large yardage of road was constructed with "Tarvia X", which is also giving excellent and satisfactory results.

The supremacy of Tarvia-bonded macadam over old-style macadam is now universally recognized.

Illustrated Booklet free on request

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In order to bring the facts before taxpayers as well as road authorities, the Barrett Manufacturing Company has organized a Special Service Department, which keeps up to the minute on all road problems. If you will write to nearest office regarding road conditions or problems in your vicinity the matter will have the prompt attention of experienced engineers. This service is free for the asking.

If you want *better roads* and *lower taxes*, this Department can greatly assist you.

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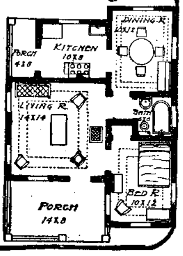
ALADDIN HONEYMOON HOME

HERE'S a little nest for the new bride! ALADDIN designers worked hard to make it perfect. You'll agree they have succeeded. It's furnished complete, ready to nestle in.

Price Includes this complete ALADDIN Readi-Cut house, Dollar-a-Knot material all cut to fit, hardware, etc., all furniture for dining-room, living-room, bedroom and kitchen; electric fixtures for complete house; rugs for entire house; complete bathroom outfit—bath tub, lavatory, closet; kitchen sink; complete furnace ready to install—everything ready to furnish complete. Get the ALADDIN catalog No. 3 today. It tells all about this house and a hundred others.

The House—All Fixtures & Furniture $968



NORTH AMERICAN CONSTRUCTION CO., *Homebuilders to the Nation.*
974 Aladdin Avenue Bay City, Michigan

President could get up at daylight if he desired, as early in the morning as he chose, and again grasp afresh his momentous task; and he did so during the days when he was framing the note to Germany. But for the sake of the country, as well as for his own sake, he must go to bed at an early hour. And this he did also.

Once or twice during the six days following the *Lusitania* sinking the President took a breath of fresh air while in a speeding automobile; once he went to Philadelphia to deliver an address; several times he was prevailed upon to relax by a game of golf, to which suggestions he was entirely amenable.

If the impression exists in any quarter that President Wilson has been or is nervously overwrought or in a condition even approaching physical exhaustion, that impression needs emphatically to be revised.

Naturally, the strain on the Cabinet has been as great as any Cabinet has felt in many years. One Secretary describes the attitude which he held toward his share in the deliberation over this question. He first assured himself positively, not only that he believed the President's principle high and noble enough to justify embroiling this country in war if necessary, but also that he himself would rather enlist and fight than see these principles fall, or would willingly risk any personal loss. When he was certain on these points, he felt ready to tender his opinion to the President. All on the White House staff have supported their leader as wholeheartedly, and none has spared himself. As the writer remarks:

This is true not only of Mr. Tumulty, secretary to the President, and the assistant secretaries, Mr. Forster and Mr. Brahany, but it is true also of the dozen or more stenographers and clerks, whose duties are of heavy responsibility, and of every one else connected with the staff, including messengers and doorkeepers. These men did not have any Dr. Grayson to look after them, to see they obtained sufficient sleep, ate meals at regular hours, and got out into the fresh air at least for a little while each day. As long as the President was in Washington they were keyed up to instant action, and not until Friday night, May 14, when he and Mr. Tumulty boarded the yacht *Mayflower* and sailed for New York to review the Atlantic squadron, did the tension relax.

All the rest of the staff to the last man was on duty the next morning, Saturday, when the present writer happened into the White House. Everything in and about the Executive Offices seemed to be going on smoothly, serenely, efficiently, as usual. But the men themselves showed unmistakable evidence of a week of extraordinary pressure, of little sleep, and now of great relief that the whole thing was "up to Germany." This one and the other was thin and pale; eyes were bloodshot with overstrain; faces were pale and haggard. But a cessation of the pressure on Saturday and Sunday brought the staff back again on Monday of this week fresh and eager for more work; alert, active, buoyant, and in the pink of condition.

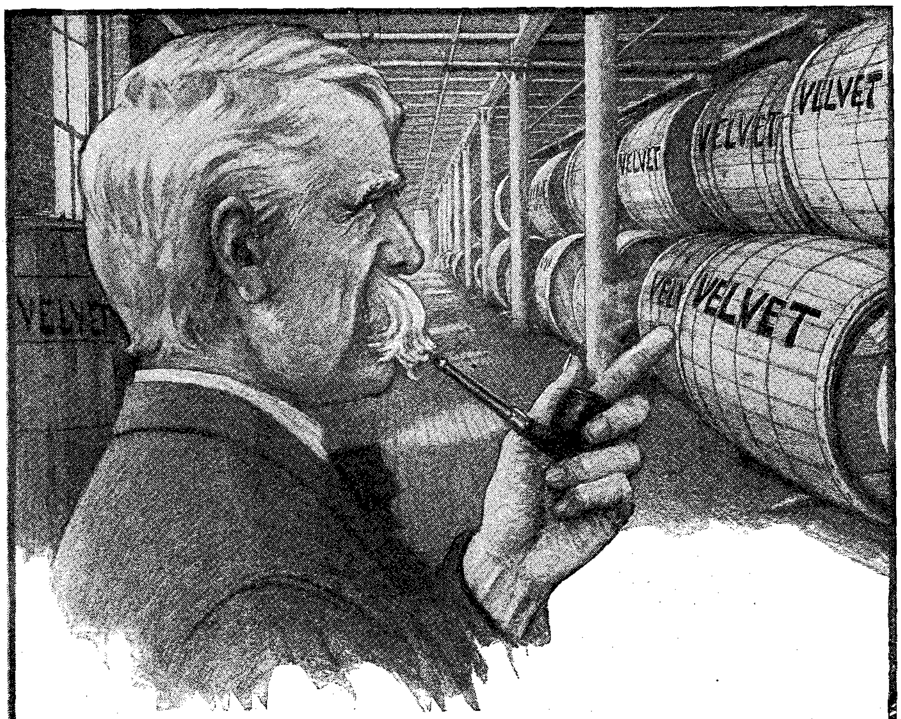
PLAYING TRICKS WITH DREADNOUGHTS

THE man who broke up the British Cabinet recently is well noted for his iron determination and indomitable will. They have won him as many enemies as they have battles with his adversaries, and they are at present most evident in the disagreement that has led to the reconstruction of the Cabinet, and may remove him from the Admiralty. In the New York *Times Magazine* a "Veteran Diplomat" tells us a few anecdotes concerning this celebrated Briton; among them is related the story of Lord Fisher's first rise to prominence, when at a Royal-Academy banquet he responded to the toast, "The Navy," with much vigor and eloquence and, in his enthusiasm, concluded with a violent gesture which so upset a wine-decanter on the table as to send it like a bombshell straight at the rather austere Lord Midleton, then Secretary of State for War, at whom, personifying the Army, the point of Fisher's peroration was aimed. This double sally made his eloquence even more appreciated than it otherwise would have been, and he became known as the high champion of the Navy the whole country over.

It was Lord Fisher later who gave the Germans that startling example of the degree of skill to which he and his subordinates were trained. The incident, we are told, occurred just when such a display of readiness and assurance on the part of England's Navy was of considerable value to England, for it was, we read—

> One of those moments of intense irritation between Great Britain and Germany, at the time, indeed, of the dispatch of Emperor William's memorable telegram to President Kruger on the subject of the Transvaal raid. Fisher had a small squadron under his command lying off Lisbon, when one morning a German fleet of twice the strength of the English force entered the Tagus, with the object of impressing the Portuguese, and then drew up in a double line off the city a little lower down on the river. Fisher did not remain. He exchanged salutes, and then, giving the signal for departure, led his squadron out of port at full speed, steering a course not to the south of the German fleet where the river is miles broad, but between the two German lines, with only about twenty yards clear on either side.
>
> It was a maneuver that might have wrecked a dozen ships, and only a man of iron nerve could have carried it out successfully. But Fisher had trained his squadron well. Not a vessel swerved a yard from the wake of his flag-ship, and, amazed at the daring of his squadron, which took place under the eyes of a large portion of the population of Lisbon, assembled on shore to witness the spectacle, even the officers and men on board the German war-ships were excited by professional admiration to cheer enthusiastically as the British squadron passed out.

Just lately and shortly before the war another striking instance was given the



You can't make a man out of a boy by puttin' him on stilts. An' no process will ever make tobacco mature. You got to let Nature do it her own way.

Velvet Joe

HOW do you suppose the "bite" gets into a tobacco leaf? *Nature*, of course.

How do you suppose the bite can be taken out? *Nature*, of course.

Nature's way—slow, careful ageing—is the way. That's why VELVET ages for not less than two years. Huge wooden casks protect the leaf. *Out* comes the natural harshness commonly called "bite." *In* stays the natural flavor and aroma.

And VELVET *starts right* by being the pick of the Burley crop — considered unequaled tobacco for the pipe.

What are *you* smoking?

Have you read "Pipe Philosophy"—Velvet Joe's new book of verse and bright sayings? Send a 2c stamp for a copy.

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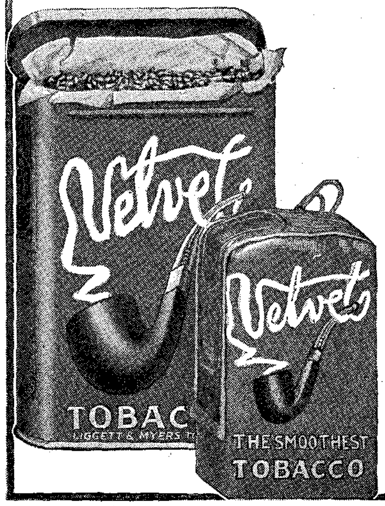
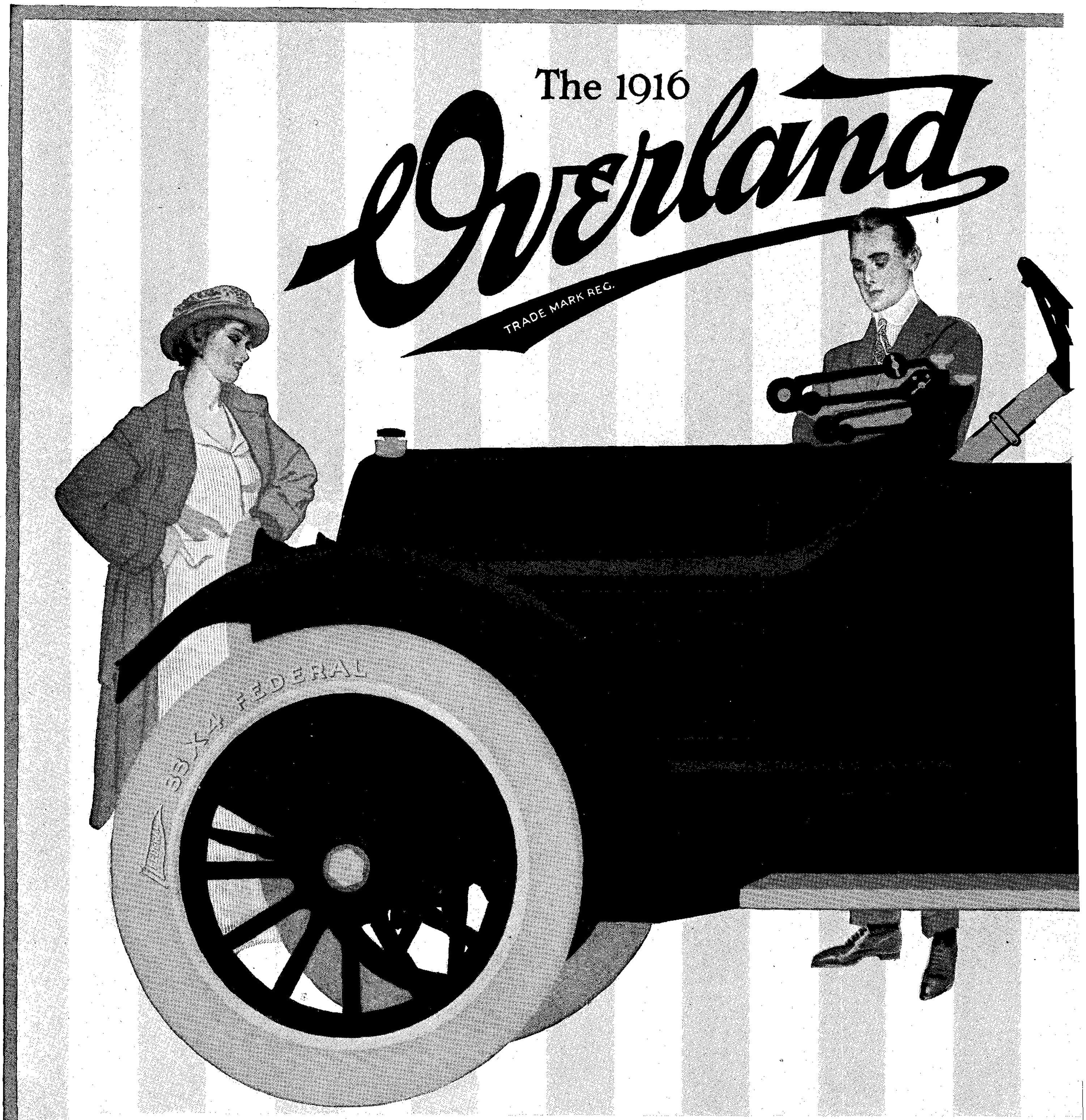
10c Tins 5c Metal-lined Bags
One Pound Glass Humidors





The Newest Overland—$325

BY INVITATION MEMBER OF

NEW YORK, U.S.A.

The 1916 Overland is essentially the same as the 1915 Overland—*the famous Model 80 that sold for $1075.*

But the price is $325 less.

The stream-line body is the *same* as the $1075 model of last season.

It has the *same* magnificent finish; that deep, rich tone of dark Brewster green with fine hairline striping of clear ivory-white.

It has the *same* powerful, economical thirty-five horsepower, four-cylinder motor, *but weighs less.*

It has high-tension magneto ignition.

It has the *same* underslung rear springs.

It has the convenient ar
of electric control buttons on
ing column.

It has the *same* easy-work
which any woman can op
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wheel; the *same* positive br

United States Prices

$750 *Touring Car*

f. o. b. Toledo

$725 *Roadster*

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The Willys-Overland of Canada, Limit

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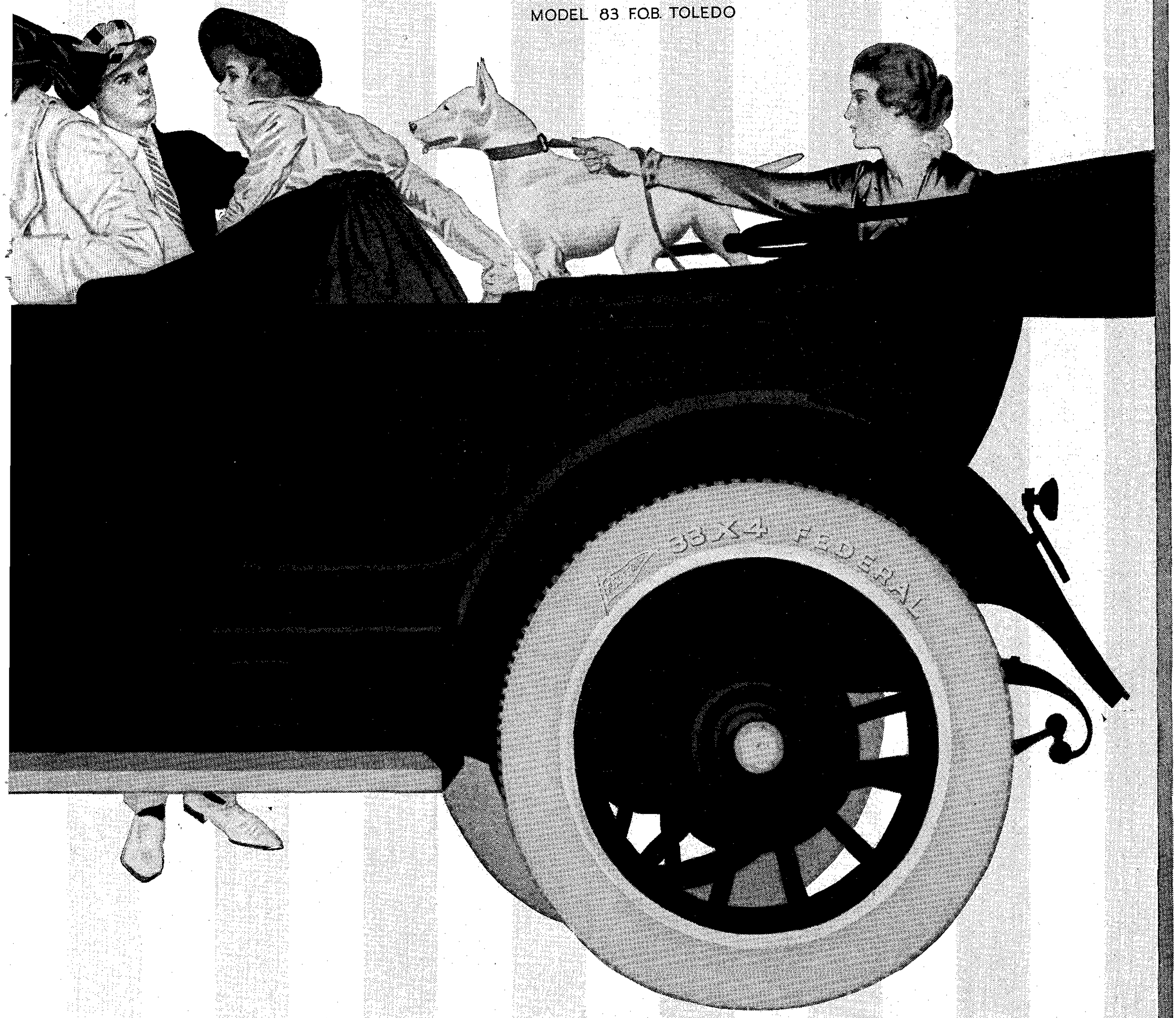

ss Than Last Year

It has 33″ x 4″ tires which is unusual on a car at this price.

In detail, finish, mechanical fineness, comforts and conveniences, this newest Overland gives you all there was in the $1075 Overland *and even more power.*

And it costs you but $750—*$325 less than last season's large 35 horsepower Overland.*

Deliveries are being made now all over the country.

Every Overland dealer already has a waiting list.

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Demountable rims; with one extra

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ELGIN

A Great Day and a Great Gift

THIS father is proud to give his son an Elgin Watch. The occasion brings back to him the memory of a like event thirty years ago, when his father gave him the Elgin in his pocket. His own experience with this remarkable watch has convinced him that it is a great gift for a young man or woman.

The son is pleased at the refinement and beauty of the Elgin. As he lives with it, he will more and more appreciate the judgment of the father who picked a watch of such unvarying accuracy.

There may be someone whom *you* want to remember with a graduation gift. Depend upon it, an Elgin will be serving its owner well when his son or daughter graduates from college.

Ask your local Jeweler, your Elgineer.

Write for the Elgin Observatory Book.

Send stamped addressed envelope for set of Elgin Poster Stamps.

LORD ELGIN (Extra thin model) *$100 to $115*

B. W. RAYMOND (R. R. Watch) *$35 to $75*

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Germans of what England can do with her fleet. In particular, it illustrates how closely the personnel of the Home Fleet have been trained in the important knowledge of coast-lines, currents, tides, and winds of the North and Baltic seas. The story was given out by Admiral Beatty, whom it concerns:

> He had been invited by the Kaiser to bring his squadron into Kiel for the purpose of taking part in the annual regatta of the Imperial German Yacht Club. When day broke on the morning set for Sir David's arrival, Kiel was enveloped as if with a pall by one of those terribly dense Baltic-Sea fogs, which had lasted through the previous night, so that the pilots intrusted with the duty of bringing the English squadron through the extremely intricate approaches and entrance into the harbor of Kiel had been unable to go out and meet the British ships.
>
> Yet when toward noon the fog suddenly lifted and gave place to bright sunshine, the Kaiser and his naval officers, to their dismay, and the people of Kiel, to their amazement, found the entire English squadron lying quietly at anchor in port, in perfect alinement, Beatty and his officers having brought their war-ships safely into the harbor, in the dark of the night and in the densest of Baltic fogs, without the aid of any German pilot.

PAINLESS ADVICE

THE rule of give and take applies to many things, but not to advice. Whoso attempts to take advice as freely as he gives it must either be dumb, to begin with, or else will end badly. In this connection an amusing moral is pointed by the action of a certain Kansas girl. The Kansas City *Star* clips her story from its neighbor, the Hiawatha *World:*

> A girl in Hiawatha had a proposal of marriage Sunday night, and asked a week to consider it before filing her answer. She then organized herself into an investigating committee and commenced taking testimony from the married ladies of her acquaintance. The first one she visited used to be a belle and the most admired girl in the town before she was married six years ago. The cross-examination brought out the fact that she had three children, did all her own work, including her washing and ironing, and hadn't been down-town for four weeks, and that her husband had given her but $2 since she was married, and that he had borrowed and forgot to pay back $10 which her brother once gave her for a Christmas present. He bought him a new overcoat with the money, while she wore the same plush coat that she wore when he was courting her. Another woman whom she visited quit teaching school three years ago to marry "the handsomest and best-drest man in town," and she is now supporting him. A third didn't dare say her soul was her own when her husband was around, tho she used to write some lovely essays when she was at school on the "emancipation of women," and the fourth woman she visited was divorced. After visiting them and summing up the evidence, she went home and wrote to the young man. She will be married next month.

KO-KO-SAN PROGRESSES

THOSE who have seen the play of "Madame Butterfly" or have heard the opera will recall that, unlike most modern plays, there is no court-room scene in the fourth act, and no breach-of-promise suit. In the days of *Ko-Ko-San,* damsels in distress did not take their troubles before a jury. They either tried to forget them, or else settled the whole matter, causing the minimum of bother to the rest of the world, by the simple means of *hara-kiri.* Lately, there has come a change, as a correspondent of the Associated Press informs us from Tokyo:

> Miss Hede Nozawa has been awarded $10,000 by the highest court of Japan from Sozahira Vanaka for breach of promise. This is not only the first breach-of-promise case adjudicated in Japan, but a long step forward in the recognition of the rights of women, who under the old régime were considered more or less as chattels, as they are in most of the Orient.
>
> Under the existing law a marriage is not valid unless registered, and registration is not compulsory or even usual. Miss Nozawa had consented to share Vanaka's house on the condition that their union be entered on the records. Vanaka put the matter off for a month, and then left the house after quarreling with the girl.
>
> Instead of yielding to circumstances in the meek Oriental way, Miss Nozawa brought suit. One court turned down her case. She took it to another. Again she lost. But undiscouraged, she went to the highest tribunal in the land, and the result was damages amounting in Japan to a small fortune.

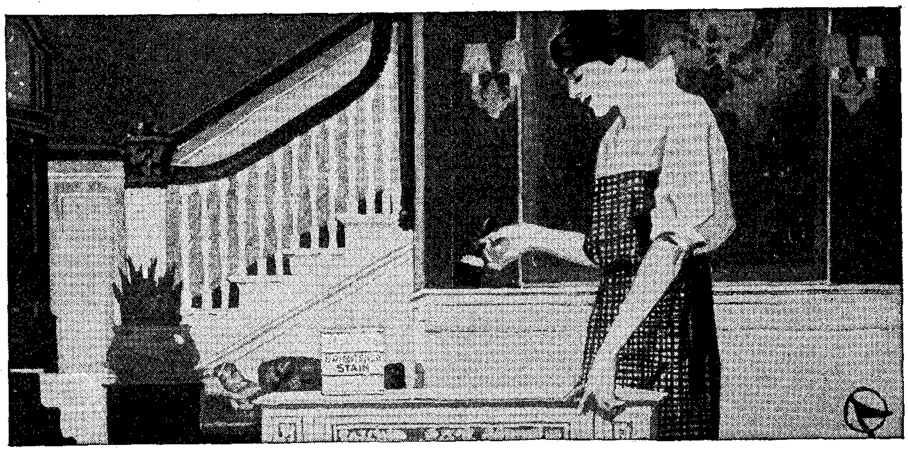
FILMING THE FAMILY

TIMES have changed since the good old days of the family album. Now when the innocuous but uninspired youth is calling upon the fireside hope and pride, he is no longer to be entertained with that compendium of painful resemblances. The family album is extinct. Enter the family film. When the conversation lapses and expires, and lies like a lump in the throat, first aid to-day shall consist in immediately turning out the light in the parlor, wheeling in the family cinematograph, and entertaining the wilted swain with yards and yards of family events of years past. There he may gaze upon the adored one when, as a nondescript infant, she drank her first Thanksgiving dinner out of a bottle. He may behold the head of the family, torn between his sense of an artistic pose and the cost of the film per foot, turning the first shovelful of earth for the foundations of the present dwelling. Willie, home from military school, has not, as of old, merely submitted to a full-length cabinet, displaying the unwonted sight of a completely decked limb. Instead, you may see him, with all his accouterments, going through what he has learned of the drill, on a parade-ground bounded by the back-yard clothes-line, the ash-barrel, and the fence. These are some of the delights of the new fancy of making movies at home. It has been tried to some extent in St. Louis, and *The Post Dispatch* of that city expands upon the subject:

> Wouldn't you consider it a great privilege if you could look back and see yourself when you were a child? Wouldn't it be a rare treat to be able to observe yourself and your brothers and sisters capering about in overalls, knickerbockers, Kate Greenaways, Little Lord Fauntleroys, or whatever it was that kids wore when you were a kid? Wouldn't living, breathing, moving pictures of yourself in action at different periods of your life be absorbing?
>
> Many parents have started a cinematographic record of their children, and it will only be a few years until family films are as common as rolls of music for the player-piano or disks for the phonograph.
>
> The future St. Louisian, when he has reached the three score and three times-ten that science surely will have granted him by that time, and the retrospective mood old age brings, can switch out the lights in the library, plug in on a lamp-socket with the home movie outfit and review his life from childhood to old age.
>
> "Backward, turn backward, O Time, in your flight," will not be a vain prayer; the movie machine will make him a child again, even take him further back than childhood; show him as an infant, mewling and kicking in the nurse's arms, then as the schoolboy with shining morning face, as the furnace-like sighing lover, the soldier seeking the bubble reputation, the merchant, the judge, the lean and slippered pantaloon—all of his seven ages will be there before him on the screen.
>
> The family-film idea had its inception in the Eastern cities where moving-picture records of weddings were first made, but the idea soon spread to other parts of the country, and now it has been taken up in St. Louis with a keen appreciation of its possibilities.

We are told that children make the best moving-picture subjects, because they do not pose. All their actions are free from restraint, and from trying to look pleasant or nice, or anything but natural. One St. Louis enthusiast has made a specialty of child movies, and his success has been marked. We read that—

> His method is to get the children playing on a lawn or any convenient place in a yard and then wait until their curiosity in the camera has worn off, and they are busy in their play, before he starts to expose the film. He thus catches them in their most charming and unconscious actions.
>
> The perfection of small projection-machines is very near. Heretofore the machines have been cumbersome, and as the celluloid film is inflammable, dangerous, they would not have good results without high-voltage electric current that required an expert to operate. Smaller machines are being made that can be carried around from room to room, and which can be operated by connecting with the ordinary electric-light circuit.
>
> It is safe to say that fathers of St. Louis families of the days to come may gather the brood in the darkened library of an evening, and amuse and instruct them with living pictures of themselves when they



S-W Brighten-Up Stain

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Brighten-Up!

About your home are many worn surfaces, all waiting for the paint brush to make them fresh and new again. You don't need experience to do it. You don't need much paint. All you need is the inclination to make your home more attractive.

The Sherwin-Williams Brighten-Up Finishes include just the right paint, stain, varnish or enamel for each surface in a home. Tell the Sherwin-Williams dealer what you want to brighten up and he will give you the product made for that purpose in a small tin, ready to use. Send for a free copy of our

Cottage Bungalow Portfolio

This is a complete small house, with plans for building, planting the grounds, furnishing and decorating the exterior and the rooms. The illustrations are in color. The specifications are all worked out by experts. The suggestions will prove helpful to every home owner or prospective home builder. Write for it.

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PAINTS & VARNISHES
COVER THE EARTH
Showrooms—N. Y., 116 W. 32d St.; Chicago, People's Gas Bldg.; San Francisco, 523 Market St. Sales Offices and Warehouses in principal cities. Best dealers everywhere. Address inquiries for Portfolio to 651 Canal Rd., N. W., Cleveland, O.

were little tots, and of father and mother when they were children. He can show Tom and Bess the humble little cottage that he and mother started out in life with, and point a moral thereby. In fact, there is but one thing connected with the family past that father may not bring up for the edification and entertainment of the family. He may not sermonize and tell his growing progeny that father never did this, or father never did that, when he was a boy, because if he does, grandfather may slip in another film showing father with soiled face, buttons all askew, and pockets bulging with contraband goods, and in many ways different from the models that fathers have the habit of holding themselves to have been.

The cost of making the films when a professional operator is employed is about 25 cents a foot for outside work. Inside work is more expensive.

Machines to show the pictures in the home can be purchased at almost any price one wishes to pay.

In some Eastern cities families have purchased their own moving-picture cameras and some member of the family has learned to operate them. These cameras range in price from $125 to $1,000, but a very good machine can be purchased for $200, according to moving-picture men. The cost of the camera depends largely upon the strength of the lens.

When a person operates his own machine the cost of the film is a considerable item. The negative film can be purchased for one cent a foot in 500-foot lots, but when the cost of having this film developed and printed is added, it brings the total to about ten cents a foot.

MISCHANCES OF ALASKAN ENGINEERING

CONGRESS has recently decided to devote $35,000,000 to the building of a new Alaskan railway, and determined the route. If there be any one who believes that, by this action, the most important step has been taken in the construction of such a road, he has yet to learn of the perils that are involved in engineering-work that must be exposed to the cruelty and treachery of an Alaskan winter. One of the difficulties met by the pioneers of railroad-building in Alaska who constructed the White Pass & Yukon road was of a more amusing nature, tho, to the men exposed to the risk of starvation many miles from food-depots, scarcely less serious than the risks to life and limb. It is related in the New York *Press:*

While making the surveys over the pass, and subsequently during the work of construction, the railway-builders were brought into close relations with the bears who were the original inhabitants of the mountainsides along which the line runs.

Prompted by curiosity and hunger, the bears used to investigate the camps of the railway, and soon became so cunning and expert that nothing edible was safe from them unless it was watched day and night. The continuous heavy blasting at first frightened the animals, but they soon learned how to shelter themselves from the falling rocks and stones. They also learned to recognize the warning shouts of

A Vacation Hint

LEAVE your shaving troubles behind when you start on that vacation! Just slip a GEM Safety Razor in your grip—and you have the handiest, simplest razor in the world—always ready for a quick, clean and comfortable shave. The wonderful Gem Damaskeene Blade is the secret.

"Mary, Mary quite contrary
How does Pop's beard grow?"
"It's tough and thick
But comes off quick
With GEM DAMASKEENE, you know!"
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Gem Damaskeene Blades, 7 for 35c
(50c in Canada)

$1.00
Complete outfit with 7 blades in handsome case.

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The Gem takes up *little* room—but gives big service.

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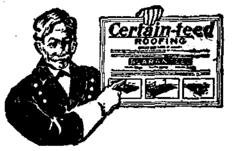
There's nothing to learn with a Gem—it's simplicity itself.

This label on Roofing insures service

Certain-teed **Roofing is giving excellent service on all classes of buildings all over the world. Try it once—you'll buy again.**



We have built up the biggest roofing and building paper mills in the world by selling good goods at reasonable prices.

Buy materials that last

Certain-teed Roofing

Ask your dealer for products made by us—they bear our name.

Asphalt Roofings
(All grades and prices)
Slate Surfaced Shingles
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Tarred Felts
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1-ply guaranteed 5 years
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General Roofing Manufacturing Company
World's largest manufacturers of Roofing and Building Papers

New York City, Boston, Chicago, Pittsburgh, Philadelphia, Atlanta, Cleveland, Detroit, St. Louis, Cincinnati, Kansas City, Minneapolis, San Francisco, Seattle, London, Hamburg, Sydney

the foreman and to post themselves so as to take advantage of the temporary absence of the men in order to steal the contents of their dinner-pails.

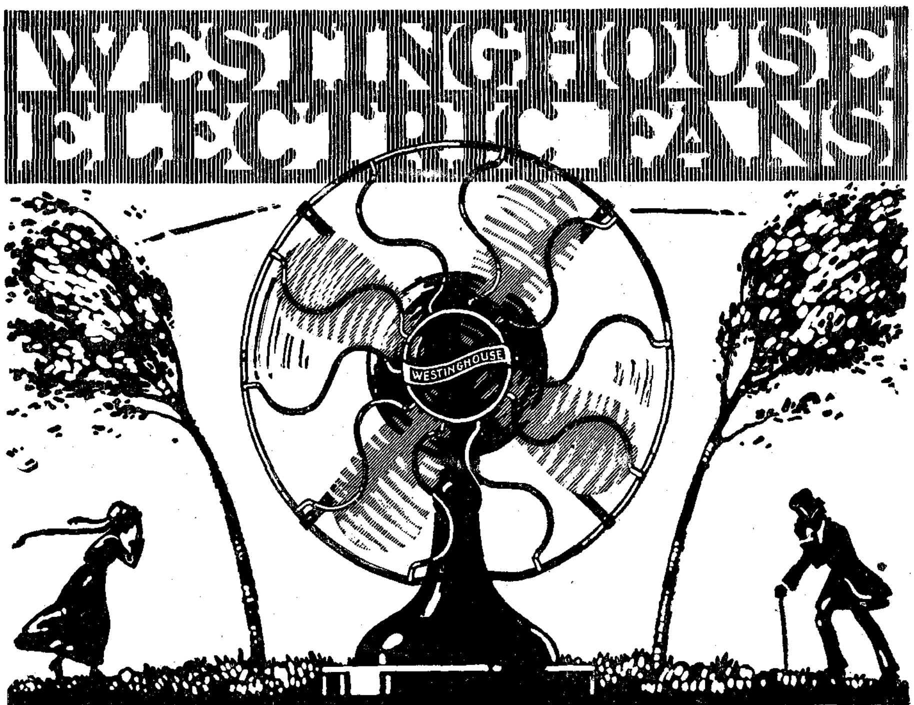
Some idea of the labor involved in the building of this road may be gained from the intelligence that in the first forty miles of the line there are sixty-seven bridges, aggregating 11,540 feet in length, many of them spun across the steep sides of deep, almost inaccessible cañons. In wintertime the snow that must be removed before work could be continued was often twenty-five to thirty feet deep, and the temperature varied little beyond the limits of twenty to forty below zero. The most striking achievement in this work was in the course of the construction of Alaska's second railway, the Copper River road. Here it was necessary to span Miles Glacier, and the bridge, finally completed, is 1,500 feet across. It spans a double turn in the Copper River, which flows between the sheer 300-foot faces of the Miles and Childs glaciers, both "living." Down this defile course thousands of icebergs with every spring break-up. Could the supporting pillars of the bridge's four spans withstand these masses of ice propelled by the Copper River's twelve-mile current? We read:

Everybody declared the feat impossible, but it was carried through after two years' strenuous fighting against fearful odds. Great concrete piers, begun through the winter's ice, were driven forty to fifty feet through the river bottom to bedrock and there anchored. They were built of solid concrete heavily reenforced with steel. A row of eighty-pound rails was set a foot apart all around and the whole structure bound together within the concrete in an amazingly massive manner. Then above the piers ice-breakers of the same construction were raised.

The piers being finished, it was now necessary to connect them with a roadway of steel, and this had to be done in the winter, since no false work would stand against the moving ice. It was a fearful and trying task. First there were the bitter cold, the continual snow-storms, and the piercing wind blowing from sixty to ninety miles an hour and hurling particles of fine ice and snow through the air that cut the face like fine shot.

Work was hurried forward, and the last span was almost in place when it was seen that the false work that carried it had moved a distance of fifteen inches. The false work that carried this span consisted of a thousand or two of piles driven deep into the bottom of the river forty feet below the surface. The ice was a solid sheet seven feet thick, and it was borne on a twelve-knot current. Into it the forest of piles was solidly frozen. But the spring break-up had begun on the river, and the ice-cap, lifted twenty feet above its winter bed by the flood, was moving. The false work, carrying a mass of unfinished steel, was fifteen inches out of line and had to be put back if communication was to be established with the other side that winter.

Any moment, for all the engineers knew, the false work and span would be carried



The Low Cost of Breeze

KEEPING cool in Summer no longer depends upon going away. Now it is less expensive to bring breeze home.

As an economical breeze maker, the Westinghouse Electric Fan is known from coast to coast. Last year there were close to a million in use. Each season the demand has been greater than the supply.

The lines and finish of the Westinghouse Fan are in harmony with any good surroundings. Its felt-padded base protects highly polished surfaces of fine furniture from scratching.

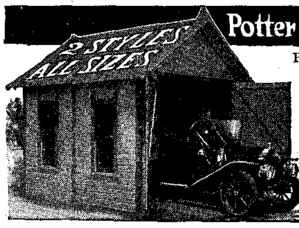
This was the first electric fan to be made with drawn steel frame. Such a combination of lightness and strength makes it easy to handle and a perfect fan for the home.

Keeping customers cool is no longer a great expense for storekeepers, restaurateurs and the proprietors of theatres. With a Westinghouse Fan costing 5c. a day to run (the smallest size about 2c. a day) there is no lack of breeze to make summer trading easy.

Westinghouse Fans come in twelve styles—desk and bracket and oscillating, complete with cord and connection, ready to run. Buy now, before hot weather exhausts the supply in the style you want. Send for Fan Booklet and the name of the right dealer. Address Dept. AD.

WESTINGHOUSE cooking utensils and irons, household motors, electric systems for automobiles, ventilating fans, battery charging outfits, electric ranges, Westinghouse Mazda Lamps—in fact, Westinghouse electric devices for every need—are in demand everywhere because the name Westinghouse is recognized as a guarantee of high quality. Write us for information on any electrical device you need.

WESTINGHOUSE ELECTRIC & MANUFACTURING COMPANY
EAST PITTSBURGH, PA.



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Potter "Redybilt" Auto Houses are cheaper than you can build and more satisfactory. Made of Cypress, painted to suit. Shipped knocked-down; easy to set up and to take down for moving. Booklet free

Potter & Co., Box 100
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DELUSIONS IN DIET

By Sir James Crichton-Browne, M.D., LL.D., F.R.S.

An interesting, clearly-written treatise by an eminent authority, on the quantity and quality of food required by the normal person. Discusses Fletcherism and the theories of Professor Chittenden, of Yale, and concludes that the advocates of parcimony in nutrition are in opposition to the experience of the race. Cloth, 75c.

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"Short Cuts to Good Carpentry"—

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48 pages of authoritative instruction (simple, clear and stimulating) fully illustrated and with big Supplement, 24 x 36 in. with detailed Working Drawings that show how to make twelve "hard jobs" easy, safe and *economical* of both labor *and lumber*. Read what "*Rural Life*," (Rochester, N. Y.) says of

"SHORT CUTS to GOOD CARPENTRY"

"It is a *guide book* for the man or boy who can handle a saw or hammer and wants to know how to use them to the best advantage." Ten topics pertaining to the house and 4 about barns. Sent *free* with our compliments.

WE TRUST YOUR OWN JUDGMENT and *SELF-INTEREST* to *INSURE USING CYPRESS* on *your* job. "The Wood Eternal" keeps values going up by keeping the old place from "running down."

When planning a Mansion, or
a Bungalow, or a Farm, or a Sleeping-Porch or just a
Fence, remember—"*With CYPRESS you BUILD BUT ONCE.*" *TRY IT.*

Let our "ALL ROUND HELPS DEPARTMENT" help YOU

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Please do not confuse the Acousticon with any other instrument. It is the one you regulate instantly to cover every degree of deafness.

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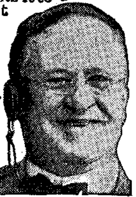
near or distant—loud or low, indoors or outdoors, under every conceivable condition. The Acousticon receives the sound by our exclusive patented indirect principle, and transmits it to your hearing in its original tone. Not blurred—not a single sound is harsh.

Unless "stone deaf" the Acousticon enables you to hear every sound—perfectly. Not a theory—not new and untried—but a world-known success for many years. More than 150,000 now in use.



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For big contract jobs consult our Research Bureau

away. They knew it would be a terrible tussle against seemingly overwhelming odds, but they determined to see it through. Steam from every available engine was driven into small feed-pipes, and every man in camp was put to work to steam-melt or chop the seven feet of ice clear of the piles. And it was done. The holes were kept open throughout the day and night, and in the bitter arctic cold hundreds of crosspieces were unbolted and shifted while the river rose twenty-one feet.

Then began the movement up-stream. At first it was but an inch a day; then three or four inches. The melting and chopping went on almost unceasingly. Anchorages were hastily built into the ice above the bridge, and, while a gang thawed and chopped at the ice around the piles, the whole 450 feet of towering bridge-work was pulled, dragged, and coaxed inch by inch back into its place. The engineers worked with feverish activity. It was midnight, after an eighteen-hour day of one shift, that the last bolt was driven home and the span settled down on its concrete bed. At one o'clock the whole 450 feet of false work was a chaotic wreck. The river had lost its fight—too late by less than a single hour.

WRITING TO "G. O. DETIC"

IF THERE is any job more disconcerting than matching up finger-prints or sticking the bristles into tooth-brushes, it must be that of deciphering frenzied chirography in the Government postal service. There are an astonishing number of people who do not take the trouble to verify the address on an envelop before it is sent, many others who do not even take the trouble to make sure of the address before it is written, and plenty of our newly arrived citizens who have not the slightest idea how to spell, except perhaps in their native orthography, the American names that they hear. In spite of all this, letters do manage to get to the people they are intended to reach, in the large majority of cases. One amusing instance of the postman's troubles, and some bewildering examples of the riddles that were placed before him, are given by the Tacoma *News:*

> Whenever one of the mail-slingers on the force of Postmaster Otto Praeger, of Washington, D. C., finds an address he can not decipher, he takes a chance and sends the missive to the Coast and Geodetic Survey, and he is nearly always right. What the general public does not know about this ancient bureau of the Government is considerable, judging by the way letters come addrest there.
>
> The other day a letter was delivered at the Survey offices, addrest to "Supt. Geo. Detic." Another came for "G. O. Detic, Esq." In the Survey "morgue" there is a collection of forty freak envelops, all bearing evidence of the fact that the writers of the letters had a very hazy idea of the title of the oldest scientific bureau of the Government.
>
> One man wrote to "E. P. DeCoast, Geodetic Survey." One correspondent, who did not pay the proper respect to the Survey's age, called it the "United States Coast and Energetic Survey." A writer

hopelessly at sea addrest it as the "C. D. G. Silver Service."

Some of the forms which the title of the office has assumed in letters received are more picturesque than accurate. Here are a few of them:

"Mr. Geodesie, survey department," "East and Veodetic Survey," "Superintendent of Coal Survey," "U. S. Geodetic and Coat survey," "Coast and Geodeatic Survey," "Gordetical Survey," "Geoditz Coast Servay," "Supt. Dodic survey," "Secretary of the U. S. Judic Work Coast," "Director Geodecit Surbey," "Coast and Araditic Survey," "U. S. Coast-Gerothey Survey," "Coast and Gevelitic Survey," "Coast Angeodetic Survey," "Coast and Credotic Survey," "Coast and Geologic Survey," "N. Y. Coots and Geodetic Survey," "Geodedick Survey," "Post and Duodetic Survey," "Coats and Cordelic Survey," "Bureau of Hydrography and Geodity," "Geogodedtic Dept.," and "Office of Godesic."

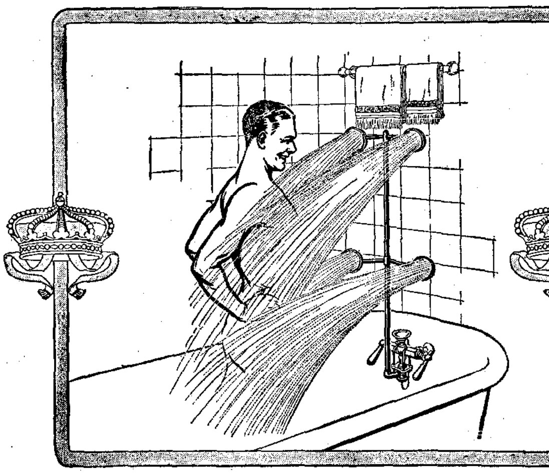
At the Coast and Survey Bureau they tell a story of one of the officers of the organization who registered at a hotel on a business trip out of town as "John Smith, Coast and Geodetic Survey." His handwriting was not very legible, and the next day he was surprized to see his arrival announced in the local paper as "Mr. John Smith, Consul-General, Surrey, England."

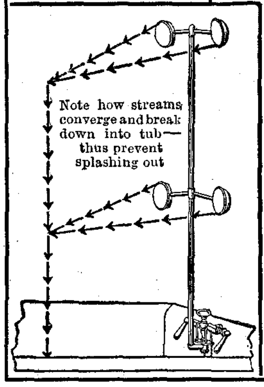
A NEW FRENCH SOLDIER

At the beginning of the war we read not a little in American papers of the poor equipment of the French soldier. His paper knapsack and haphazard method of fighting were contrasted pointedly with the complete outfits of the Germans and their machine-like discipline. It is a pleasure to find, now that we are more acquainted with the Frenchman in active service, that he is not quite so benighted and hopeless as we might at first have judged. Not only is he holding his place among the nations now at war, but, more than that, he compares more than favorably with the French soldier of a former generation. This we have on the word of the correspondent, C. I. Barnard, whose experiences in the Franco-Prussian War give him the right to judge of the French soldier of to-day. In the New York *Tribune* he praises eloquently the spirit of fraternity, the tacit, "patriarchal" discipline, and the splendid *morale* in the fighting-lines of France, and continues:

Napoleon said that every French soldier carried in his knapsack a marshal's baton. To-day every *poilu*, to use the popular term applied to the French Tommy Atkins, bears in his heart the moral certitude of final victory.

I well remember the deprest, sad, anxious expressions of the French soldiers during the latter months of the war of 1870–71. I saw them later returning from Tonkin and from the campaigns in Africa, and recently I accompanied the headquarters staff during the autumn maneuvers. But the French national soldier to-day is a totally different human being. He has a sort of Oliver Cromwell earnestness and faith, and that patriotic consciousness of fighting for the principles of our own





Note how streams converge and break down into tub—thus prevent splashing out

Bathe The New Way
Feel Like A King
New Improved Kenny Needle Shower—Fits Any Tub—Only $6

Has All These Advantages
1. No Water Strikes Your Head—Only shower women can enjoy.
2. No Clammy, Sloppy Curtain to spoil your enjoyment.
3. Guaranteed Not to Splash Out—See explanation below.
4. Only Sanitary Way to Bathe—All water that hits your body is fresh and clean.
5. The Only All-Metal Shower—No rubber hose or sloppy curtain.
6. Fits Any Bath Tub—A style for every kind of faucet. No tools needed.
7. To Let Water Run Direct Into Tub—simply unscrew faucet plug (which hangs on chain).

Send No Money—Try It Free
Nothing like a daily needle shower to send the blood racing through your veins. Wakes you up, and gives you all-day-vim. Then, after a hard day at the office, it will make you feel like new—make going out in the evening a pleasure instead of a tax. Many doctors prescribe it. Better than a tonic. Great fun too. And cleaner than tub bathing, because only fresh water hits your body. You don't bathe in water you've washed in.

A Revolutionary Improvement
Until now needle showers have been a millionaire's luxury. Overhead showers with their clammy, sloppy curtains are unsatisfactory. But here is an all-metal needle shower, new in every way, which has all the advantages of $200 stationary built-in showers, and the price is only $6, if after a test you decide to keep it.

Fits Any Tub
No matter what kind of a faucet you have, you can attach the new Kenny Shower in a jiffy and it's never in the way. No tools needed. Then turn on the hot or cold water and have the most invigorating bath of your life. If you want to turn the water into the tub through the faucet, a single twist of a screw cap attached to a chain lets the water into the tub. It doesn't take a second!

Won't Splash on the Floor
The Kenny Shower contains a patented feature which keeps it from splashing over the sides of the tub. It's all in the angles at which the spray heads are set. They face obliquely toward the center. The water thus hits your body so that it "breaks" and falls down into the tub. The ten days' free test will prove this to you, as it has to thousands of others.

Good To Look At and Strong
Don't think because the price is so low that the Kenny is a makeshift or toy. Far from it. It's made of the finest brass, heavily nickel coated. A fit companion for the handsomest bathroom fixtures. Built to last a lifetime.
And the stream of water you get from the four separate sprays beats any shower you ever stood under. No matter how weak or strong your water pressure, the Kenny adjusts itself to it.

Try It Ten Days Free
No words can describe this wonderful new way to bathe. You must actually experience the fit-as-a-fighting-cock feeling it gives you, to appreciate its value to you. That's why we don't ask you for a penny in advance. We want you to use the Kenny Needle Shower first before you decide to buy. Send no money, merely mail the coupon, enclosing your business card or giving a reference, and by return parcel post, all charges prepaid, this new kind of a shower will reach you. Mail the coupon right now before you turn this page, as this announcement may not appear again.

J. D. Reddan Specialty Co.
25 West Broadway, New York City
5 South Wabash Avenue, Chicago

Let Users Tell You
"The shower fixture is all you claim for it and more."—Iney Logan, U. S. Post Office, Milton, Pa.
"Once used, it becomes an absolute necessity."—Edward B. O'Reilly, Stock and Investment Broker, York, Pa.
"Your shower is the nearest thing to a swim I ever saw and certainly has it on the overhead shower."—Wm. H. Klug.
"The shower bath is a great joy."—Newton C. Fassett, The C. M. Fassett Co., Spokane, Wash.
"I would not take $25 for mine if I could not get another."—Harry H. Clark, C. Kenyon Co., N. Y. City.
"It certainly is a gem."—James R. Linehan, The Crowell Pub. Co., N. Y. City.
"I have attached it and found it to work splendidly. I would not be without it for twice the amount it has cost."—A. S. Wirtner, 171 Second St., San Francisco, Cal.
"I was enjoying the most delicious bath I had ever taken. Would not be without one of your showers under any circumstances."—Fred. W. Schulze, McAlister, Okla.
"I find it to be indispensable in my bathroom."—A. Case Redewill, Redewill Music Co., Phoenix, Ariz.
These letters are but a few. We have thousands like them.

J. D. Reddan Specialty Company
25 W. Broadway, New York City
5 South Wabash Ave., Chicago
(Address nearest office)
You may send me a Kenny Four Spray Needle Shower on approval. I will either return the shower or remit $6 within ten days.
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100 Edwin's GENUINE Havana Seconds $1.90
From Factory Direct To YOU By Ex. or Parcel Post Prepaid
Made of Imported Havana Picadura, from our own plantations in Cuba—leaves that are too short to roll into our 15c cigars. They're not pretty, no bands or decorations, but you don't smoke looks. Customers call them "Diamonds in the Rough." All 4½ inches long. Only 100 at this "Get Acquainted" price. Money cheerfully refunded if you don't receive at least double value. Mention strength when ordering. Our references, Dun or Bradstreet's or any Bank.
To each purchaser of 100 Edwin's Genuine Havana Seconds, we will, for 60c extra, send Edwin's "SAMPLE CASE" containing one sample cigar each of our 12 Best Sellers—all Bargain Values—priced up to $12.00 per 100. Include this in your order. It's the biggest sample value ever offered.
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Non-skid Safety
whose action on the slippery pavement
You can see
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All three senses continually reassure you when riding on Pennsylvania Oilproof

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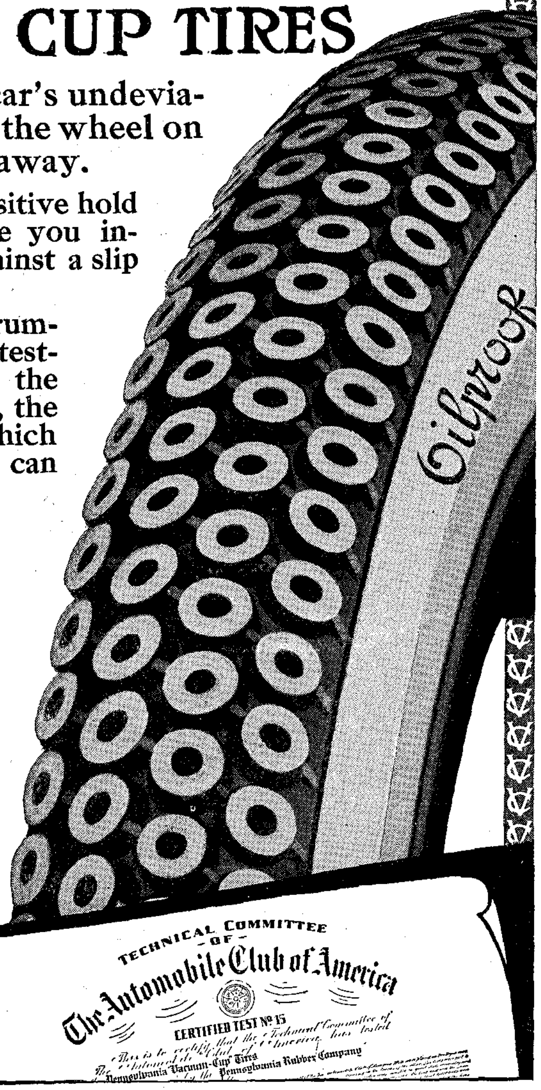
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This is to certify that the Technical Committee of The Automobile Club of America has tested
Pennsylvania Vacuum-Cup Tires
Pennsylvania Rubber Company

You can see **the car's undeviating obedience to the wheel on curves or straightaway.**

You can feel **the positive hold of the wheels where you instinctively brace against a slip that doesn't happen.**

You can hear **the drumming suction purr attesting the action of the strong vacuum cups, the *only* principle by which rubber projections can *grip* a smooth wet surface.**

By *all* these signs you *know* you're safe

Important to bear in mind:
The Vacuum Cup suction grip operates *only* against *skidding*—it has no retarding effect whatever upon the car.

Pennsylvania Rubber Co., Jeannette, Pa.

Direct factory branches and service agencies throughout the United States and Canada.

An Independent Company with an Independent Selling Policy.

NON SKID TRADE MARK REG. U.S. PAT. OFF.
Certified average mileage A.C.A. official test 6,760 miles.

THE Old Days and the Old Ways of Motoring are Past.

Certain accessories not only make motoring a joy, but are absolutely essential. Many automobile manufacturers like Packard, Peerless, Franklin, Premier, Velie, Lexington, King, furnish the Kellogg Pump as regular equipment. Others are coming to it fast. If *your* car is not equipped, order and install before another day passes: you will appreciate the

"Oh, John!"

Engine Driven KELLOGG Tire Pump

Complete with air gauge, hose and attachments carefully fitted and ready to install on any car.

$15

Special for Ford, $9.50; Dodge, $10

Ready Also for
BUICK
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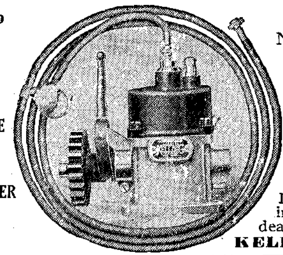
and many others



"Guaranteed Not to Spray Oil With Air"

Needs oil once a month—splash system. 4 metal piston rings; carbon steel shaft; grey iron cylinder. Designed and made as well as your engine.

The Attachments Make This the Perfect Outfit

When you need a tire pump, you need a good one. Like a good starter, the Kellogg Pump is the accessory you want on your car because of its dependability, its convenience and comfort. *Saves time, temper and tires.*

Distributors in All Leading Centers

If your dealer does not have pump with attachments for your model in stock, save time by sending us $15 with name and model of car and dealer's name. *We protect our dealers. Descriptive matter free.*

KELLOGG MFG. CO., 10-20 Circle Street, Rochester, N. Y.

Declaration of Independence that must have imbued the soldiers of George Washington.

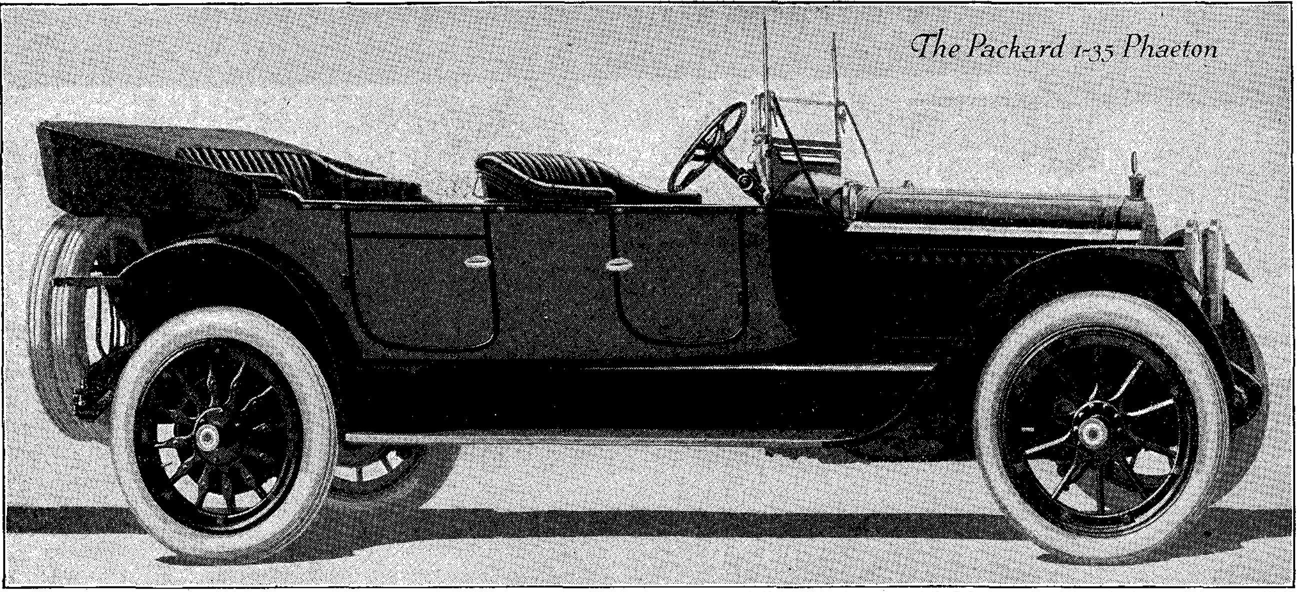
Wearing his loose, comfortable, horizon-blue trousers, tunic, overcoat, and cap, and loaded up with sacks of cooking-utensils, entrenching-tools, and rifle-ammunition, and burrowing about like a rabbit in the trenches, he retains his somewhat ungainly wonted slouch, his free and easy ways, his unkempt, unshaven appearance that would be the despair of the corseted, begloved, automatic martinets of Potsdam. But he is a vigorous, active, quick-witted little fellow, with grim determination in every line of his face, and his eyes gleam with inspiration and confidence, evoking some mystic influence of Jeanne d'Arc.

Another striking characteristic of the new army is the comparatively youthful ages of the generals of higher command. With rare and noteworthy exceptions, the old chiefs have been relentlessly retired. Captains have been promoted to colonels, lieutenants to captains, and sergeants to lieutenants. The average age of a brigadier-general now is about forty. There are many captains of four-and-twenty. These newcomers are welcomed with open arms by the professional officers, who never fail to give them the full benefits of their longer experience.

CELEBRATING BREAKFAST

WHERE is the poet or essayist who has written of the art of breakfasting? Many have celebrated dinner—from the cotter's humble meal to the appalling amplitude of the banquet-board. Even tea and luncheon have had a lesser share of attention. But breakfast has languished. Is it because the writer, traditional burner of midnight oil, has himself slighted the morning meal? A hasty throwing on of garments, a stumbling progress to the breakfast-room, and a dull and unimaginative consumption of food, not as a meal, but as a formality which must precede your truly wakeful hours—if this has been your customary morning procedure, then you, too, have missed the flavor of a day to which breakfast has been a stimulant rather than a narcotic. There are many ways of celebrating breakfast, but few more enticing than that described by the Columbus *Dispatch* in the following editorial:

> You will not know all of the delights of living until you take breakfast in the country. Not the formal breakfast, after a night spent with a farmer, but an informal affair, cooked by yourself, after an early-morning spin in a motor to a shady spot along the creek.
>
> The breakfast consists of ham and eggs. Anything else for breakfast is sacrilegious, especially if it is served out-of-doors. A slice of ham and a few eggs, an automobile and a little salt, a match and a couple of stones and an iron skillet—and there you are, at the gates of paradise with a combination to the lock.
>
> Place the stones side by side, six inches apart. Fill in between with twigs and apply a match. Place the skillet on top of the rocks, and fry the ham—slowly. Then, removing the ham but leaving the grease,



The Packard 1-35 Phaeton

ANNOUNCING
THE
Packard
"TWIN-SIX"

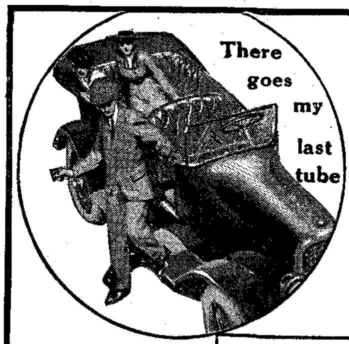
A twelve-cylinder car that recasts every motor car standard and antiquates all the previous ideas of motor car sufficiency.

By a rapidity of pick-up, a range of high-gear activity, an ease of hill-climbing, a sureness of sustained speed and a nicety of control never before combined in any motor car, it is the absolute master of every situation and the perfect servant of every driver.

Chassis in two lengths. The I-35—Wheelbase 135 inches. The I-25—Wheelbase 125 inches. Descriptive Literature mailed on request.

PACKARD MOTOR CAR COMPANY, DETROIT

Contributor to Lincoln Highway


There goes my last tube

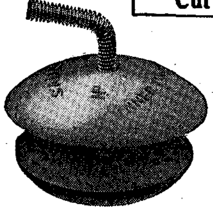
Repeaired Forever in 1 1/2 Minutes

You can repair any puncture or small blow-out in 1½ minutes after locating the puncture. The repair is permanent—the tube will never again leak at that point. The tube is not injured. The shoe is not affected, for, when inflated, the plug makes no "bump." No cement is used and no cleaning or scraping required. Anyone can put in a Sampson Plug, so simple is the operation. Results are absolutely guaranteed. With the tool, you make a round hole of puncture. Spread hole with tool to admit plug. Screw down plug; snap off end of bolt with thumb. The puncture is repaired forever.

Guarantee

Sampson Plugs are guaranteed never to leak or damage the tube or shoe. Money back if you are not satisfied.

Cut round hole



Spread hole

NO—
Cleaning
Cement
Patches
Vulcanizing

Screw down plug

SAMPSON
Feather-Edge Innertube Plug

Snap off screw

Most Supply Dealers and Garages sell Sampson Plugs. If you have any trouble in finding them, we will ship direct, prepaying carriage charges.

Money refunded at any time if you want it.

$2.50 Outfit

3 Outfits

No. 1 Sampson Plug Outfit, Forged Steel Tool and 6 plugs of assorted sizes in carton—$1.50.

No. 2 Sampson Plug Outfit, Forged Steel Tool and 12 plugs in black enamel box—$2.50.

No. 3 Motorcycle Kit, Forged Steel Tool and 6 plugs in substantial wallet—$1.50.

Stevens & Co.
Established 1899
Manufacturers and Distributors to Wholesalers of Automobile, Motorcycle and Bicycle Supplies.
371 Broadway New York City

Off again! Who's afraid of a puncture?

Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

WANTED AN IDEA! Who can think of some simple thing to patent? Protect your ideas, they bring wealth. Write for "Needed Inventions" and "How to Get Your Patent." RANDOLPH & CO., Patent Attorneys, Dept. 171, Washington, D. C.

POMPEIAN OLIVE OIL
ALWAYS FRESH
PURE-SWEET-WHOLESOME

Nathan Flexible No-Metal Arch Supports give immediate relief to tired, aching feet, rest the body and aid Nature to restore normal strength to weakened arches. Relieve and prevent flat feet. Write for Booklet and FREE 10-day Trial Offer. Fits any shoe.
Rubber—Canvas moulded in place with rubber—Leather—Russia calf—Leather
View of arch cut with knife.
Nathan Anklet Support Co., 90-A Reade St., N.Y.

CONGRESS PLAYING CARDS 50¢ GOLD EDGES
THE OFFICIAL RULES OF CARD GAMES Hoyle up-to-date SEND 15¢ IN STAMPS ISSUED YEARLY
BICYCLE PLAYING CARDS CLUB INDEXES 25¢
For Social Play Shuffling and dealing Congress Cards is a real pleasure because Air-Cushion Finish prevents sticking. Air-Cushion Finish Club Indexes
For General Play You pay not a cent for the reputation of Bicycle Cards, but for the quality that made and keeps it up. Ivory or Air-Cushion Finish
THE U. S. PLAYING CARD CO., CINCINNATI, U. S. A.

scramble or fry the eggs, and breakfast is served. And he who eats of such a feast is recreated.

The early-morning drive in the motor is in itself the most delightful of the pleasures. Why more people do not take advantage of the early driving we do not know. The drive at night or during the day is incomparable with the drive early in the morning—when the dust is still and heavy with the dew; when the birds are flitting everywhere, taking up the day's work; when all of Nature seems refreshed and rested from the struggle of the previous day—that is the time to drive a car if one would get all there is to be got from this modern chariot of gladness. Delightful as it is, the breakfast is only a by-product of a distillation that adds health and happiness to all who thus indulge in early driving.

THEY REFUSED TO DIE

Among the stories that drift in, true and imaginative, is a rather remarkable one telling of a trench defended at the last moment by what must have seemed to the enemy a score of dead men. Having apparently cleaned out an entrenchment, their feelings can well be imagined when the supposedly easy conquest was turned into a most stubborn resistance. The more superstitious among them, already schooled in the depth of bitterness with which this war has been fought, must have been considerably upset to find the dead really rising up to fight them. As the story is told, in the New York *Sun*, by a lieutenant of the defenders:

> We were at work fixing up a trench we had carried, with two sentinels watching at the sand-bags barricading the end so that we could work quietly. Suddenly from a communication trench which we had not seen, an avalanche of hand-grenades fell on our heads. Before we knew, ten men were laid low, dead or wounded, in a heap.
>
> I was just opening my mouth to urge them to attack when a stone from the parapet, loosened by a projectile, hit me on the head and I fell unconscious, but not for more than a second as a shell-splinter tore my hand and the pain brought me to.
>
> As I opened my eyes, I saw the *Boches* leaping over the sand-bags into the trench, about twenty of them. They had no rifles, but carried a sort of wicker pannier full of bombs. I looked toward my left; all our men were gone, the trench empty. The *Boches* were advancing; a few more steps and they would be on me.
>
> At this moment one of my men, laid out on the ground with a wound on his forehead, another on his chin, and his whole face streaming with blood, sat up, seized a sack of grenades near him, and shouted:
>
> "Up, dead, and at 'em!"
>
> He got on his knees and hurled grenades into the thick of the *Boches*. At his call three other wounded started up. Two of them, who had broken legs, seized rifles and began a rapid fire, every shot of which told. The third, whose left arm hung limp, tore out his bayonet with his right. When I had recovered enough to rise, half the enemy was down, the other half in disorderly flight.

SPICE OF LIFE

Rough.—He—"So your dear count was wounded?"

She—"Yes, but his picture doesn't show it."

He—"That's a front view."—*Life.*

Agriculture, 1915.—"How many head o' live stock you got on the place?"

"Live stock?" echoed the somewhat puzzled farmer. "What d' ye mean by live stock? I got four steam-tractors and seven automobiles."—*Judge.*

A Hero.—The Young Man—"As a matter of fact, I think I've done rather well. You see I've given four cousins and an uncle to the Army, three nephews to the Navy, and a sister and two aunts to the Red-Cross organization."—*Punch.*

Unwelcome Recognition.—Little Girl—"My father says he has often seen you act."

Pleased Actress—"What did he say he saw me in, dear?"

Little Girl—"In the seventies."—*Puck.*

The Reason for Sam.—He—"Sam is going to marry the rich widow Brown."

She—"Whaddye mean, 'Rich'? Why she was married to that poor numismatist."

He—"Sure, I know. And when he died he left her all kinds of money."—*Penn State Froth.*

Arithmetical Egg.—"Waiter," he suggested mildly, "I want three eggs, and boil them four minutes."

But the cook, having only one in the place, boiled it twelve minutes.

Which proves the value of higher mathematics.—*Philadelphia Public Ledger.*

Proof Positive.—Lady Customer—"Yes, this is better weather now. Some people think all the rain we had a little time ago was caused by the firing of heavy guns in Belgium."

Dressfitter—"I don't see how that can be, madam, for I remember we mostly had very fine weather during the South-African War."—*Punch.*

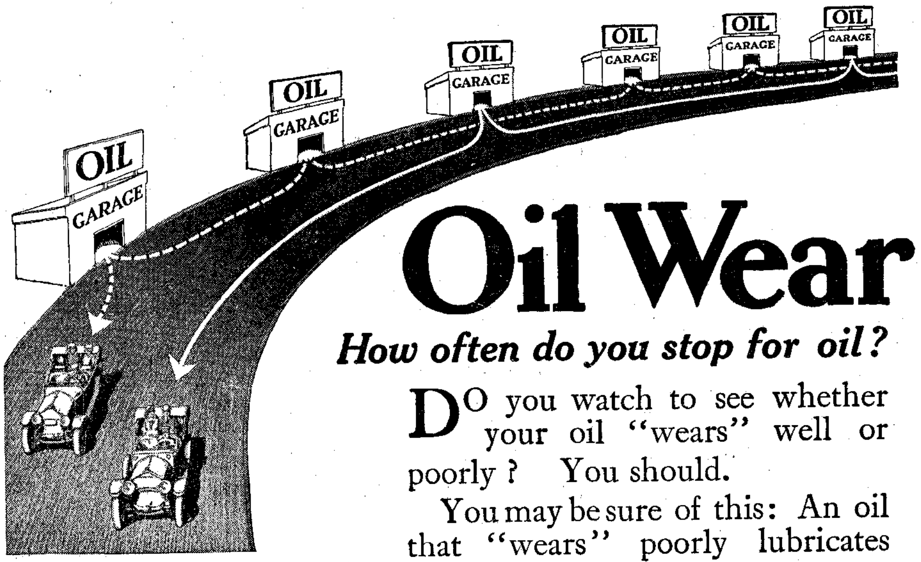
Making a Hit.—An advertisement of a recent sale ran thus: "The choice collection of bric-à-brac offered for sale is so unusual that it may safely be said each piece in it is calculated to create a sensation among people of artistic sense. Immediately on entering the room the visitor's eye will be struck by a carved walking-stick of great weight and beauty."—*Christian Register.*

Justice.—A Sunday-school teacher had been telling her class of little boys about crowns of glory and heavenly rewards for good people.

"Now, tell me," she said, at the close of the lesson, "who will get the biggest crown?"

There was silence for a minute or two, then a bright little chap piped out:

"Him wot's got t' biggest 'ead."—*Tit-Bits.*



Oil Wear

How often do you stop for oil?

Do you watch to see whether your oil "wears" well or poorly? You should.

You may be sure of this: An oil that "wears" poorly lubricates poorly.

For the next 500 miles note down the quantity of oil you use.

Then clean out your motor. For the following 500 miles use the grade of Gargoyle Mobiloils specified for your car in the Chart on this page. Again note the quantity consumed.

The result will demonstrate the superior "wear" of the correct grade of Gargoyle Mobiloils. To many motorists the difference is astonishing.

What accounts for it?

It is due partly to the oil's *lubricating efficiency*—which remains unimpaired under the heat of service—and partly to the correctness of the oil's *body*, which assures an adequate supply to all working parts and a perfect seal between pistons and cylinder walls.

With a perfect piston seal, fuel gases cannot blow past the piston rings, destroying the oil film and wasting power; nor can undue quantities of oil work into the combustion chambers and form troublesome carbon deposits.

The "wear" of the grade of Gargoyle Mobiloils specified for your car will give you striking proof of its lubricating efficiency.

At the left we print in part our Chart of Automobile Recommendations. For a number of years, this Chart, which represents our professional advice, has been the motorist's standard guide to scientifically-correct lubrication.

If your car does not appear in the partial Chart on this page, we will gladly mail you a complete Chart on request.

Correct Lubrication

Explanation: In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example, "A" means *Gargoyle Mobiloil "A"*. "Arc" means Gargoyle Mobiloil "Arctic". The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1911		1912		1913		1914		1915	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" " (8 cyl)	....	....	....	....	....	....	....	....	A	A
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Auburn (4 cyl)	A	A	A	A	A	A	A	A	A	Arc.
" (6 cyl)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	Arc.	A	Arc.	....	....	....	....	....	....
Avery	A	E	A	A	A	A	A	A	A	A
" (Model C) 1 Ton	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Buick	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Cadillac	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
" (8 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Cartercar	A	E	A	E	A	E	Arc.	Arc.	Arc.	Arc.
" Com'l	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Case	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chalmers	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	Arc.	Arc.
Chandler	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Chase (air)	B	B	B	B	B	B	B	B	B	B
" (water)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Chesterfield six	....	....	....	....	....	....	....	....	A	Arc.
Chevrolet	....	....	....	....	A	A	A	Arc.	Arc.	Arc.
Cole	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	....	....	....	....	....	....	....	....	A	A
Cunningham	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	....	....
Detroiter	....	....	A	Arc.	A	Arc.	A	A	A	Arc.
" (8 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Dodge	....	....	....	....	....	....	....	....	E	E
E. M. F.	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Empire	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Fiat	B	A	A	A	B	A	B	A	B	A
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	Arc.	A	Arc.	A	Arc.	A	A	A	A
" Com'l	B	A	A	Arc.	A	Arc.	....	....	....	....
Garford Com'l	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	....	....
Grant	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Haynes	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Hupmobile	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" (Model 20)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
I. H. C. (air)	....	....	....	....	B	A	B	A	B	A
" (water)	....	....	....	....	A	A	A	A	A	A
International	B	B	B	A	....	....	....	....	....	....
Interstate	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jackson	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Jeffery	....	....	....	....	....	....	A	A	A	Arc.
" Com'l	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Kelly Springfield	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A	A	A
King	A	E	A	E	A	E	A	A	A	Arc.
" (8 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
" Com'l.	....	....	....	....	....	....	Arc.	Arc	Arc.	Arc.
Kissel Kar	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" " Com'l	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
" " (Model 48)	....	....	....	....	....	....	A	A	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	A	Arc.	A	Arc
Knox	B	A	B	A	B	A	B	A	B	A
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	E	E	E	E
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	....	....
Mack	A	E	E	E	E	E	A	E	A	E
" (Model S)	....	....	....	....	A	A	A	A	A	A
Marmon	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (22-70 Series)	....	....	....	....	....	....	....	....	Arc.	Arc.
Metz	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell	A	Arc.	A	Arc.	A	Arc.	A	Arc	A	Arc.
Moline	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
" Knight	....	....	....	....	....	....	A	A	A	A
Moon (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	Arc.
Oakland	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Oldsmobile	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	Arc	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Paige	A	Arc.	A	E	A	E	A	A	A	Arc.
" (6 cyl)	....	....	....	....	....	....	....	....	Arc.	Arc.
Pathfinder	....	....	....	....	A	Arc.	Arc.	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" " Com'l	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Regal	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
S. G. V.	B	Arc.	B	Arc.	B	Arc.	A	Arc.	A	Arc.
Saxon	....	....	....	....	....	....	E	E	E	E
Selden	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stearns	A	Arc	A	Arc.	....	....	....	....	....	....
" Knight	....	....	A	A	A	A	B	A	B	A
" " (Light 4)	....	....	....	....	....	....	....	....	A	Arc.
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	A	A	A	A	A	A	....	....	....	....
" " Knight	....	....	A	A	A	A	....	....	....	....
Studebaker	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Stutz	....	....	Arc.	Arc.	Arc.	Arc.	A	A	A	A
Velie (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
White	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Willys Knight	....	....	....	....	....	....	A	A	B	A
" Utility	....	....	....	....	....	....	A	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc.	Arc.	Arc.	Arc.

GARGOYLE

Mobiloils

A grade for each type of motor

The four grades of Gargoyle Mobiloils, for gasoline motor lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

For Electric Vehicles use Gargoyle Mobiloil "A" for motor and enclosed chains. For open chains and differential use Gargoyle Mobiloil "C."

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. For information, kindly address any inquiry to our nearest office.

VACUUM OIL COMPANY

Rochester, N. Y., U. S. A.

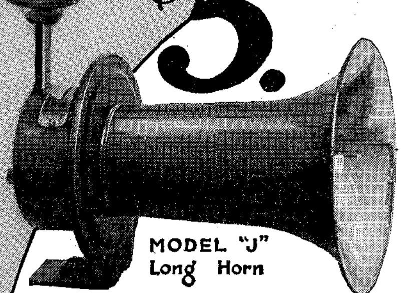
Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world

Domestic Branches: Detroit Boston New York Chicago Philadelphia Indianapolis Minneapolis Pittsburgh

One Firm
One Service
One Guarantee
back of every J-M
Automobile Accessory

COVERS THE CONTINENT

$5. COMPLETE



The Voice of this Horn is Insured!

Should any part of the sound-producing mechanism fail at any time after purchase, we will give you a new horn. This positive guarantee covers every

Model "J"

LONG HORN
INVENTED BY G.F. LONG

Substantial, not only in appearance, but in construction. Hardened, machine-cut gears, ball-bearing vibrator. A slight pressure of the hand on the knob produces a powerful, far-reaching warning note that never fails. Other horns may compete on price but not on quality as is evidenced by the above guarantee. See a Long Horn dealer and write for booklet.

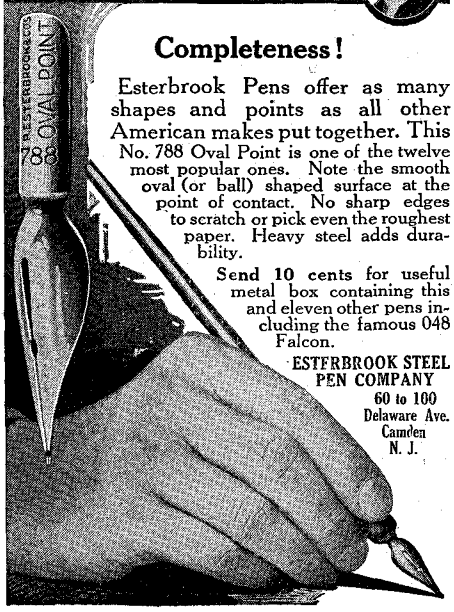
OTHER J-M AUTO ACCESSORIES

Carter Carburetor, Jones Speedometer, Johns-Manville Shock Absorber, Carter Automatic Gravity Gasoline Tank, J-M Non-Burn Brake Lining, J-M Auto Clock, J-M (Mezger) Soot-Proof Spark Plug, J-M Lens (Non-Blinding), J-M Tire Pump, J-M Narco Tire and Top Repair Materials, J-M Dry Batteries, J-M Automobile Tape, J-M Packings and S.A.E. Gaskets, J-M Fire Extinguisher, "Noark" Enclosed Fuses, G-P Muffler Cut-Out.

3195 ***Write for booklets.***

H.W. JOHNS-MANVILLE CO.
296 Madison Ave., New York
47 Branches *Service Stations in All Large Cities*

EsterbrooK
Oval Point No. 788



Completeness!

Esterbrook Pens offer as many shapes and points as all other American makes put together. This No. 788 Oval Point is one of the twelve most popular ones. Note the smooth oval (or ball) shaped surface at the point of contact. No sharp edges to scratch or pick even the roughest paper. Heavy steel adds durability.

Send **10** cents for useful metal box containing this and eleven other pens including the famous 048 Falcon.

ESTFRBROOK STEEL
PEN COMPANY
60 to 100
Delaware Ave.
Camden
N. J.

Cooperating.—HE—" I see women are doing great work in the war."

SHE—" Yes, they are furnishing the targets."—*Life.*

A Brace.—THE COLLECTOR—"I bought two Whistlers to-day."

THE LADY—" Ah ! A male and a female, I presume."—*Judge.*

Cruel.—HE—" Then you are not interested in my welfare? "

SHE—" No; but if the two syllables were transposed I'd not only be interested but enthusiastic."—*Boston Transcript.*

The Test.—MEDIUM—" The spirit of your wife is here now; do you wish to speak to her through me? "

WIDOWER—" Ask her where the dickens she put my summer underwear? "—*Philadelphia Public Ledger.*

Mittens to Spare.—VICAR'S DAUGHTER—" Where did you get those nice khaki mittens, Daisy? Did your mother knit them for you? "

DAISY—" No, miss. Daddy sent them home from the front at Christmas."—*Punch.*

Well Known.—Making the geography lesson as interesting as possible, the teacher asked the name of one of our Allies.

" France," cried one little boy.

" Now name a town in France."

" Somewhere," promptly returned the youngster.—*Tit-Bits.*

Henri Lauder.—A French soldier who, for gallantry in the field, was decorated and kissed by General Joffre, in an account of the proceeding says: " I can not describe my sensation when I felt the heavy mustache of the General against my cheek." It was only iron discipline, we suspect, which prevented his crying: " Stop your tickling, Joffre ! "—*Punch.*

Humbled.—Mrs. Mellen did not wish to offend her new cook.

" John," she said to the man servant, " can you find out, without asking the cook, whether the tinned salmon was all eaten last night? You see, I don't wish to ask her, because she may have eaten it, and then she would feel uncomfortable," added the good soul.

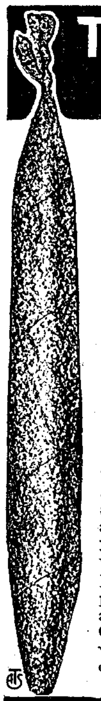
" If you please, ma'am," replied the man, " the new cook has eaten the tinned salmon, and if you was to say anything to her you couldn't make her feel any more uncomfortable than she is."—*Christian Register.*

But He Understood.—The artist was painting—sunset, red, with blue streaks and green dots.

The old rustic, at a respectful distance, was watching.

" Ah," said the artist, looking up suddenly, " perhaps to you, too, Nature has opened her sky-pictures page by page? Have you seen the lambent flame of dawn leaping across the livid east; the red-stained, sulfurous islets floating in the lake of fire in the west; the ragged clouds at midnight, black as a raven's wing, blotting out the shuddering moon? "

" No," replied the rustic, shortly; " not since I signed the pledge."—*Tit-Bits.*



Typical Tampa Smoker

There's perfect satisfaction and contentment for the smoker in this cigar—made of the richest, mellowest and most aromatic tobacco procurable in Cuba. Invincible shape and size, a 5¾ inch, all clear Havana long filler, Cuban hand made cigar, with a twisted head. This twisted head does away with the unsanitary practise, by the makers, of putting the end of the cigar to the lips or tongue in finishing it, and guarantees the smoker against infection of any kind from his cigar. Our reputation of 25 years in the tobacco manufacturing business is back of this cigar, which we are making for enjoyment by particular smokers.

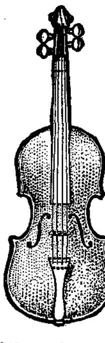
Direct from Maker to You

This Smoker is sold direct to the consumer and cannot be purchased in cigar stores. You save middlemen's profits, and get freshly made cigars, suited to your individual taste, at maker's prices.

We will ship you 100 Typical Tampa Havana Smokers, by parcel post prepaid, on receipt of $7.00. Or, trial package of 13 of the Smokers, packed in Cuban Cedar box, prepaid, for $1.00.

You have not smoked the best until you get our typical Tampa Smokers. Try them now.

MAXIMO GRAHN & SON
TAMPA, FLORIDA.
MEMBER TAMPA BOARD OF TRADE



Local Exhibitions of
Lyon & Healy's Famous Collection of
Rare Old Violins
In a number of our principal cities

A complimentary exhibiting tour is now being arranged. The Lyon & Healy collection of old violins includes specimens by Stradivarius, Guarnerius, Amati, Guadagnini and other great masters. Also splendid instruments by less famed makers of the 18th-19th centuries, priced from $100 up. If you are thinking of securing a fine violin you should not fail to avail yourself of this exceptional opportunity. Write for exact date in each city and local address and complimentary invitation card.

Catalog and Lists Given

Advance catalog and special lists of rare old violins will also be mailed to you postpaid. Catalog contains exact color reproduction of a number of world-famous masterpieces. Easy monthly payment terms may be arranged. You are interested in old violins? Then you would eagerly thumb over every page of this catalog. Write today. Music dealers and violin teachers especially are invited to notify students, and to write to us.

LYON & HEALY
29-42 East Adams Street - CHICAGO

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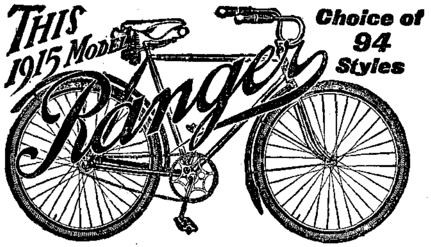
on Approval and 30 days Trial



Choice of 94 Styles

SEND NO MONEY but **write today** for our big 1915 catalog of ***"Ranger"*** Bicycles, Tires and Sundries at prices *so low they will astonish you.* Also particulars of our **great new offer** to deliver you a ***Ranger*** Bicycle on **one month's free trial** without a cent expense to you.

BOYS you can make money taking orders for bicycles, tires, lamps, sundries, etc. from our big handsome catalog. **It's free.** It contains "combination offers" for re-fitting your old bicycle like new at very low **cost.** Also much useful bicycle information. Send for it.

LOW FACTORY PRICES direct to you. No one else can offer such values and such terms. You cannot afford to buy a bicycle, tires or sundries without *first learning what we can offer you.* **Write now.**

MEAD CYCLE CO., **Dept. K-172 CHICAGO, ILL.**

Tactful.—Little Charlotte accompanied her mother to the home of an acquaintance, where a dinner-dance was being given. When the dessert-course was reached the little girl was brought down and given a place next to her mother at the table.

The hostess was a woman much given to talking, and, in relating some interesting incidents, quite forgot to give little Charlotte anything to eat.

After some time had elapsed, Charlotte could bear it no longer. With the sobs rising in her throat, she held up her plate as high as she could and said:

" Does anybody want a clean plate? "—*New York Times.*

No Nebuchadnezzar.—" D'y want all the road? " shouted an irate motor-driver, tooting for all he was worth in a narrow country lane. " Pull aside, and let me pass by ! "

" Whoa, steady now," grinned the farmer, from the top of a load of hay. " I dunno as I'm in any hurry."

" You are looking for trouble, my man ! " spluttered the fellow in the car, as the motor throbbed and fumed impatiently. " Are you going to move or not? "

" I don't know as I be in any hurry t'morning."

" Seemed in hurry enough to let that carriage pass just now," smiled the angry one.

" Oh, ay ! But that horse wuz eatin' my hay. There ain't no danger o' you eatin' it, I reckon—you don't look hungry ! "—*Tit-Bits.*

CURRENT EVENTS

EUROPEAN WAR

ITALY

May 20.—The Italian Chamber of Deputies, by a six-to-one vote, grants full powers to the Government in the event of war, and authorizes a declaration and necessary expenditures. The Government issues a "Green Book," detailing the negotiations with Austria leading to the present situation.

May 21.—The Italian Senate ratifies the war-bill of the Chamber of Deputies by a nearly unanimous vote.

May 22.—A general Italian naval and military mobilization is ordered.

May 23.—Italy declares war on Austria. Premier Burian, of Austria-Hungary, resigns, to be succeeded by the Hungarian Premier, Count Tisza.

The first Italian-Austrian engagement is reported as taking place in the Austrian Tyrol, between frontier patrols.

May 24.—Germany declares war on Italy. Hostilities commence along the Adriatic, and Venice suffers from air bombs.

May 25.—Italian invaders take four border towns in Austria and threaten Goritz and Gradisca in the drive toward Trieste. Vienna reports an Italian destroyer captured in the Adriatic attack of the day before.

IN THE WEST

May 20.—The fighting north of Arras is gradually revived with the passing of the rains. The French report gains near Ailly.

May 23.—A general German assault, from Arras to the sea, is beaten back.

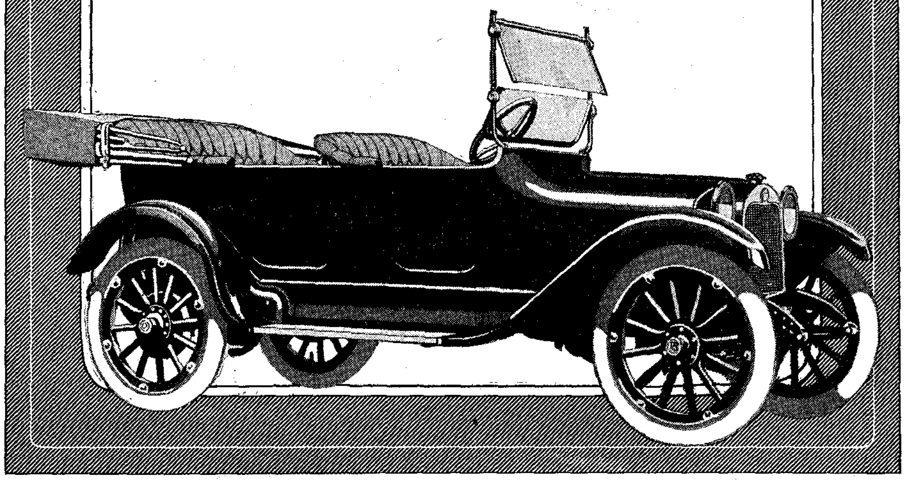
DODGE BROTHERS
MOTOR CAR

You have read the specifications before, but you can well afford to read them again as a reminder of how fine the car really is:

One-man top; Jiffy curtains; real leather upholstery, deep, soft tufting of natural curled hair; streamline steel body; oval moulded fenders; 30-35 h. p. bloc motor with removable head; full floating rear axle; Timken bearings thruout; imported Swiss ball bearings in clutch and transmission; waterproof Eisemann magneto; 12-volt Northeast motor generator for starting and lighting; self-lubricating Chrome Vanadium steel springs; drop forgings and drawn work instead of castings.

The wheelbase is 110 inches
The price of the car complete is $785
(f. o. b. Detroit)
Canadian price $1100 (add freight from Detroit)

DODGE BROTHERS, DETROIT



TRY THIS DELICIOUS RECIPE FOR BROWNED FISH HASH—Mix 1 cup cold cooked fish with 1 cup chopped cold potatoes. Season with salt and pepper and 1 teaspoon LEA & PERRINS' SAUCE. Melt 2 tablespoons butter, put in fish mixture, stir till heated, then cook without stirring until browned; fold and turn like an omelet. Serve hot.

Kitchen Recipe Hanger sent free upon Request by Post Card.

LEA & PERRINS
231 West Street
New York

Lea & Perrins
SAUCE

LEA & PERRINS

RADIUM MAKES THINGS GROW

How to apply RADIUM BRAND Fertilizer (RAF) in June

Plants are living things *and need food while they are growing.* June is a splendid time to apply that ideal plant food, Radium Brand Fertilizer (R. A. F.). Top dress your lawn with it, dig it in around your flowers, vegetables, shrubbery, etc. Feed the plants that they may have strength and vitality, and they will come through the summer strong and beautiful. One pound will fertilize 50 sq. ft., or a plot 10x5 feet.

RADIUM FERTILIZER (Plant Food)
"Makes Things Grow"

contains Nitrogen, Phosphoric Acid, Potash and Radium Element. Radium has an influence described by scientists as very similar in its effects upon vegetation to the ultra-violet rays of the sun, and as applied to growing things is the most important discovery of the century.

How To Get Radium Brand Fertilizer (R. A. F.)

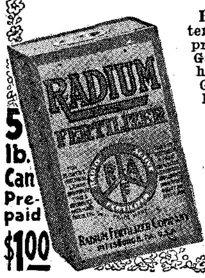
Radium Brand Fertilizer (R. A. F.) meets a need among thousands of people who grow things in a small way, and want a concentrated plant food in handy form. Your dealer probably has it; if not, we will send, prepaid, any of the following, East of the Mississippi River. Beyond add 5c lb.

12 oz. can, $ .25 2 lb. can, $ .50
5 lb. can, $1.00 10 lb. can, $1.75
25 lb. can, $3.75

Please mention dealer's name in writing

Permanent territorial representatives wanted to handle and introduce Radium Brand Fertilizer (R.A.F.). Write us for particulars

RADIUM FERTILIZER CO.
207 Vanadium Building PITTSBURGH, PA.



Free Booklet—Many interesting facts about the improvement of Lawns, Plants, Gardens—illustrated. Tells how Radium Makes Things Grow. Write for this booklet.

Try 5 lbs. for $1

Send us $1 and we will send you this 5 lb. can of Radium Brand Fertilizer (R.A.F.) prepaid. This will fertilize 250 sq. ft. or a plot 16x16 feet.

A New Kind of Fireless Cooker

Send No Money—Try It 10 Days Free

Why be a slave to cooking? Here's a new kind of maid with no wages to pay. Cooks your meals from Soup to Dessert while you are away enjoying yourself. Can't burn or scorch. Gives all the time you want for leisure, social pleasures, sewing, reading, shopping or resting. **CUTS FUEL BILLS 80%. SAVES 25% ON MEAT BILLS.** Thousands of satisfied users. **WEAR-EVER BRAND ALUMINUM COOKING UTENSILS FREE.** Write for big illustrated free book explaining everything. Learn how you can use the "Perfection"—10 days in your own kitchen without paying a cent in advance, and how a few cents a day is all you need pay if you keep it. **SPECIAL DIRECT-FROM-FACTORY PRICE** quoted to all who write at once. Just say "Send your free book" on a postal and our wonderful message of freedom from cooking drudgery will reach you by return post. Write this minute. Address
JOHNSTON SLOCUM CO., 223 State Street, Caro. Mich.

May 25.—The Germans again gain east of Ypres, by the aid of poisonous gases.

IN THE EAST

May 20.—In Galicia the Russians have been forced back across the San River, but in lower Poland the Russians have driven the Germans from Opatow south to Iwaniska.

May 21.—The great Austro-German drive across Galicia appears to be slackening, bringing the hostile forces to a standstill. The battle-front extends north from Uzsok Pass to Jaroslaw, thence to the Vistula at Sandomir.

May 25.—The Russians break up German flank attacks on Peremysl from the south. Their threatening position on the German left wing at Opatow and Iwaniska is maintained despite German endeavors to dislodge the Russians.

The British battle-ship *Triumph* is torpedoed by a submarine and sunk off the Gallipoli Peninsula.

GENERAL WAR NEWS

May 20.—Copenhagen reports that 17 German submarines have been lost since the beginning of the war-zone blockade, February 18.

May 21.—British newspapers controlled by Lord Northcliffe attack Earl Kitchener on grounds of incompetence in the direction of England's forces. The Stock Exchange and other prominent bodies rally to Kitchener's support.

May 25.—A Coalition Cabinet is formed in Great Britain, to meet the exigencies of the war. Ten new Unionist, Liberal, and Labor members are selected. Balfour takes Churchill's place as First Lord of the Admiralty; Earl Kitchener remains in power.

Holland sends a note of protest to Germany, on the sinking of the *Lusitania*, in which several Hollanders lost their lives. The note is closely modeled after our own.

May 26.—The American steamship *Nebraskan*, under charter to the White Star Company, homeward bound and flying the American flag, is blown up off the Irish coast. Tho out of the mine-fields, there is no proof that it is the work of a submarine. The vessel is able to reach port safely.

GENERAL FOREIGN

May 25.—Negotiations between Japan and China are concluded with the signing in Peking of two treaties and thirteen notes covering four of the five groups of demands that were made upon China.

DOMESTIC

May 21.—A second grandchild of the President is born in the White House, a daughter to Mrs. William G. McAdoo, the President's youngest daughter.

May 22.—A jury returns a verdict favorable to Theodore Roosevelt in the suit brought against him for libel by William Barnes, Jr.

Another Horror.—"I see, Mrs. Nurich, that the British soldiers have resorted to the use of respirators."

"Heavens to Betsy! Ain't they gonna stop at anything short of murder?"—*Buffalo Express.*

A Deprivation.—ENGLISH MOTHER—"Well, Master Jim hasn't gone to the front after all."

COOK—"Oh, poor Master Jim! And 'e's so fond of a day's shootin'."—*Punch.*

DUTCH BULBS

From Now Until July 1st —Not Later

Hyacinths, Tulips, Narcissi, Crocus, give, for a small outlay of time and money, an abundance of flowers in the house from December until Easter, and in the garden, from earliest spring until the middle of May. Bulbs are grown almost exclusively in Holland, in enormous quantities, and sold at very low prices. Usually they cost double before reaching you.

By ordering from us **now** instead of waiting until Fall, you make a large saving, get a superior quality of Bulbs not usually to be obtained at any price in this country, and have a much larger list of varieties to select from.

Our orders are selected and packed in Holland, and are shipped to our customers immediately upon their arrival in the best possible condition.

If you wish to take advantage of our very **low prices,** we must have your order **not later than July 1st,** as we import Bulbs to order only. They need not be paid for until after delivery, nor taken if not satisfactory. (References required from new customers.) **For prices on smaller quantities see our import price list, the most comprehensive catalogue of Bulbs published, may be had for the asking.**

A FEW PRICES	Per 100	Per 500
Fine Mixed Hyacinths - -	$2 90	$14 00
Fine Mixed Tulips - - -	70	3 25
Narcissus Poeticus Ornatus	75	3 50
Double Daffodils - - -	1 90	8 75
Narcissus Empress (Monsters)	3 00	13 50
Narcissus Golden Spur - -	2 30	10 00
Spanish Iris, Splendid Mixture	55	2 00

ELLIOTT NURSERY, 364 Fourth Ave., Pittsburgh, Pa.

The Coward Arch Support

Restful Shoes are a blessing to young and old. Rested feet are the result of the proper selection of footwear. If you wear

The Coward Shoe
REG. U. S. PAT. OFF.

you will not have any trouble with your feet. They prevent growing children from becoming "flat-footed"—they relieve flat-foot and weak ankles in "grown ups."

If you have foot troubles wear Coward Shoes—and be happy.

For CHILDREN, WOMEN and MEN
Sold Nowhere Else
JAMES S. COWARD
264-274 Greenwich St., near Warren, N. Y.
Mail Orders Filled *Send for Catalog*

The result of 23 years' successful experience in building motor cars.

HAYNES America's Greatest "Light Six" $1385 **HAYNES**

AMERICA'S FIRST CAR — TRADE MARK REGISTERED

646 New Dealers in Nine Months

165% larger sales than any previous season prove the 1916 Haynes "Light Six" worth your investigation

ONLY merit of an unmistakable brand could have attracted 646 new high class dealers to the sale of the Haynes since the beginning of the 1915 season.

—added to the large number of dealers who already were handling the Haynes, and who regard their contract as a priceless asset.

And here is further proof of the Haynes popularity. During the six months ending April 1st, 1915, we sold thirty-three per cent of the cars produced in the State of Indiana—and Indiana is second only to Michigan in its production of cars.

Why This Wonderful Popularity?

You Find the Answer in the Car!

Here are only a few of the reasons why the Haynes "Light Six" is so popular—and why we call it "America's Greatest Light Six."

The Haynes "Light Six" has been driven from one to sixty miles on high without shifting gears.

—has traveled 166 miles on low gear in 11 hours 7 minutes, without a stop of the motor, averaging 15 miles per hour.

—and during this trip the water temperature was never raised above 130 degrees.

The Haynes "Light Six" has developed 41.6 horsepower at the rear wheels.

—has made 30 miles per hour in 10 seconds from a standing start.

—has gone over the top of Heberton Hill, Pittsburgh, which ends with a 19% grade, at 30 miles per hour with a full load of five passengers and from a standing start.

How's This for "Six Cylinder Economy"?

The Haynes "Light Six" has averaged 18 to 22 miles per gallon of gasoline.

—has averaged 7500 miles to a set of tires.

—has traveled 400 miles to a quart of oil.

—has made 54,513 miles with a wear on the crank shaft bearings of only five ten-thousandths of an inch.

You Get Maximum Performance in Every Haynes Car

Any Haynes "Light Six" car will give the same performance, because it is built—not assembled—in the Haynes factory, where one standard of quality prevails.

The mechanical construction is unusual in its thoroughness. Non-Gran bronze bushings are used in the pistons. The valve stem guides are bushed. Heat treated drop forgings are used to the exclusion of castings.

Nickel steel is used to make the steering gears, the transmission gears, piston pins, front wheel spindles, axle drive shafts, studs and bolts. Springs are made of chrome vanadium steel.

Motor—Chassis—Finished Car

All Exhaustively Tested

Three exhaustive tests are made on every Haynes Car. Every single motor is block tested. Every chassis receives a road test. Every finished car is given a final "Performance" test. You always get a finished and smooth-working machine in the Haynes.

Real Comfort and Class

The 1916 Haynes "Light Six" cars are more distinctive than ever. Over $200 has been put into additional comforts and refinements. That air of true class is present. Haynes bodies are big and roomy with deep rolls of soft upholstery. Real leather that is soft and pliable is used. The entire body is leather-lined, including the backs of the front seats and the instrument board. The cushions are deep and wide. The dimensions are generous. That pleasing sense of complete comfort is there. You feel that you are riding *in* the car and not *on* it.

The long, modish stream line—the dull finished top—the concealed hood hinge—the curved windshield and the cowl that blends gracefully and gradually into the hood, give class that cannot be associated with cheapness.

See the Haynes Before You Buy Your Car

See the Haynes, ride in it, test it out—and we will leave it to your own judgment if it is not the biggest buy in the "light six" field.

If you do not know the nearest dealer handling the Haynes, let us know—we will be very glad to inform you.

The Haynes Automobile Co. 32 S. Main St., Kokomo, Ind.

Models and Body Styles

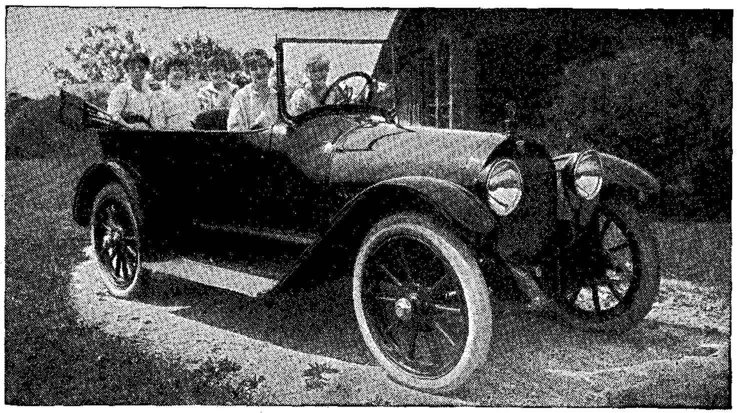
Model 34 — 5-passenger Touring Car $1385
In Canada, $1825

Model 34 — 3-passenger Roadster . $1485
In Canada, $1955

Model 35 — 7-passenger Touring Car $1495
In Canada, $1975

All prices f. o. b. Kokomo

Catalog with complete specifications upon request



Model 34—Five Passenger Touring Car, Price $1385

Dealers

646 new high class dealers have taken up the sale of the Haynes since the beginning of the 1915 season.

If the Haynes has no local representation, here is an opportunity for you. Write, wire or telephone.

The Haynes Automobile Co.
32 So. Main St.
Kokomo - Indiana

Safety and Profit In Investments

The hope of profit, or the desire for large interest returns, are all too often permitted to overshadow the primal factor of safety. Investors should always remember that without safety there is no reasonable assurance of profit, or no certainty as to the prompt payment of either interest or principal. Do not overlook these facts in the investment of your money. Bear in mind also that in times such as these you should rely more than ever upon the practical knowledge of an experienced investment firm. Particularly is this true when it is remembered that the opportunities to obtain safety and liberal returns at one and the same time do not ordinarily present themselves to the same degree as at present. Our offerings include Public Utility and Railroad Bonds, as also American and Canadian Municipal Bonds, and we shall be pleased to aid you in selecting conservative investments of these types.

Send for Circular 1701
"Current Bond Offerings"

Spencer Trask & Co.
Investment Securities
25 Broad Street, New York
ALBANY BOSTON CHICAGO

STOCKS and BONDS

Our Convenient Partial Payment Plan

enables you to buy dividend paying Stocks and Bonds in any amount—one, five, ten, seventeen, forty—by making a small first payment and balance in monthly installments, depending upon what you can afford to pay—$5, $10, $25, $40, $75. You receive all dividends while completing payments and may sell securities at any time to take advantage of rise in market.

Free Booklet **B-14,** *"The Partial Payment Plan"*
Gives full information of this method which appeals to thrifty men and women in all parts of the country.

Sheldon, Morgan & Co., 42 Broadway New York City
Members New York Stock Exchange

WERE RIGHT ON THE GROUND

Our 6% Farm Mortgages Are Not Affected By The War

Many other investments have lost in value. Our 6% Farm Mortgages on rich Northwest agricultural lands have a permanent value. Not one of our customers has ever lost a penny on them. 31 years' experience. "We're right on the ground," and *know*. Learn about these safe investments. Write for Booklet "A" and list of offerings.

6%

E. J. Lander & Co.
GRAND FORKS, N. D.
Est. 1883
Capital and Surplus, $400,000.
EJL Co

7% FIRST MORTGAGES 7%
Jacksonville, Florida

Connections sought with private investors for placing gilt-edge first mortgages on improved property in amounts from two to ten thousand dollars. Our larger mortgages at lower rates are taken care of by our Insurance and Trust Co. connections. References.
PALMER AND PALMER, Jacksonville, Florida

7% SOUND FIRST MORTGAGES

The demand in unsettled times for good first mortgages indicates their unusual stability. First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loaned over $1,000,000 and not a single cent lost to any investor or a single foreclosure sale made. Write for booklet describing methods, and list of loans from $300 to $10,000.
AURELIUS-SWANSON CO.
31 State National Bank Building, Oklahoma City, Okla.

INVESTMENTS - AND - FINANCE

OUR NATIONAL WEALTH

MOST people in this country were startled last month to read, in a statement issued by the Census Bureau at Washington, that our national wealth is now estimated at $187,739,000,000, which means a sum of $1,955 for every man, woman, and child in the country. The Bureau did not issue these figures as "a close approximation" to actual facts, but they were declared to be the best that could be compiled from existing data, and they could fairly be compared with a similar estimate published eight years ago. The figures indicated that in less than two-thirds of a century—that is, from 1850 to 1912—the total wealth of the country, exclusive of real estate exempt from taxation, had increased from $7,136,000,000 to $175,426,000,000, or from $308 per capita to $1,836 per capita. Stated in another way, the figures show that the wealth of the nation as a whole has increased since 1850 almost twenty-five times, and the wealth of the individual about six times. The real estate exempt from taxation was estimated at $12,314,000,000, or $125 per capita. This real estate embraced buildings, lands, and public works owned by Federal, State, or local governments, and such property as was devoted to educational, charitable, and religious work under conditions that exempted it from taxation. An interesting table shows, not only the part which real estate contributed to the great total, but what came from other forms of property, as follows:

	1912	1904	1900	Inc., 1912 Over 1900 Amount	P.C.
TOTAL WEALTH	$187,739,000,000	$107,104,000,000	$88,517,000,000	$99,222,000,000	112.1
Real property taxed	$98,363,000,000	$55,510,000,000	$46,324,000,000	$52,039,000,000	112.3
Real property exempt	12,314,000,000	6,831,000,000	6,212,000,000	6,102,000,000	90.8
Live stock	6,238,000,000	4,073,000,000	3,306,000,000	2,932,000,000	88.6
Agricultural products	5,240,000,000	1,899,000,000	1,455,000,000	3,785,000,000	260.1
Farm implements and machinery	1,368,000,000	844,000,000	749,000,000	619,000,000	82.6
Gold and silver coin and bullion	2,617,000,000	1,998,000,000	1,677,000,000	940,000,000	56.1
Mfg. machinery, tools, etc.	6,091,000,000	3,297,000,000	2,541,000,000	3,550,000,000	139.7
Railroads and their equipments	16,149,000,000	11,244,000,000	9,035,000,000	7,114,000,000	78.7
Street-railways	4,597,000,000	2,219,000,000	1,576,000,000	3,021,000,000	191.6
Telephone systems	1,081,000,000	585,000,000	400,000,000	681,000,000	170.2
Privately owned central elec. light and power stations	2,099,000,000	562,000,000	402,000,000	1,697,000,000	422.1
Furniture, vehicles, etc	8,463,000,000	5,750,000,000	4,880,000,000	3,683,000,000	78.2
Shipping and canals	1,491,000,000	846,000,000	537,000,000	954,000,000	177.6
Clothing and personal adornments	4,295,000,000	2,500,000,000	2,000,000,000	2,295,000,000	114.7
*Manufactured products	14,694,000,000	7,409,000,000	6,087,000,000	8,607,000,000	141.4
All other	2,639,000,000	1,528,000,000	1,330,000,000	1,309,000,000	98.4

* Other than clothing and personal adornments, furniture, vehicles and kindred property.

the roads themselves and their equipment. From 1900 to 1912 there was a gain in gross railway receipts of more than 90 per cent., whereas the value of the roads and their equipment increased only 78 per cent. An explanation for this condition is found in the fact that operating expenses and taxes grew more rapidly than gross receipts, so that the ratio of net revenues from capitalization tended to decline. The chief factor in the rise of national wealth was found in the increase in the value of real estate, including improvements. Following are points on this aspect of the subject:

"In 1900 the total stood at $52,000,000,000, and by 1904 it had risen to $62,000,000,000. As industry began to expand more rapidly, however, the rate of increase grew larger, and in 1912 real property represented $110,000,000,000, or nearly 60 per cent. of the total wealth of the country. The gain in the twelve years amounted to more than $58,000,000,000, equal to 112 per cent. The 1912 estimate shows that $98,363,000,000, or about 90 per cent. of the real property in the country, was taxed, while $12,314,000,000, or $129 per capita, was exempt from taxation. One of the features developed by the report is that there is a substantial difference between the assessed valuation of real property and the real valuation as estimated by the Census Bureau. There are, too, some startling variations in the ratios of assessed valuation to true value. In Iowa the assessed valuation of real property is only 11.7 per cent. of the estimated true valuation, and in many other States it runs below a third."

A writer in the New York *Times Annalist*, after a study of the above table, presents another table setting forth certain volumes of increased business as shown in pig-iron production, railway revenues, and bank clearings:

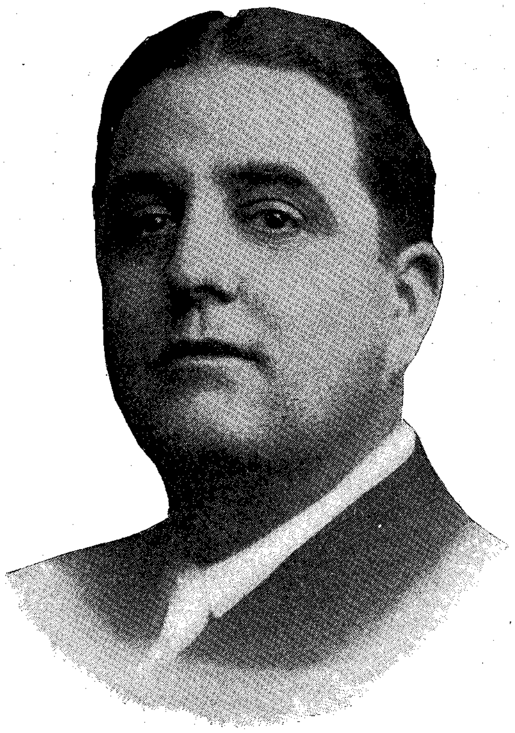
	Pig-Iron Production, Tons	Gross Railway Revenues	Bank Clearings
1912	29,726,937	$2,842,695,000	$173,952,914,911
1904	16,497,033	1,975,174,000	112,559,013,015
1900	13,789,242	1,487,044,000	86,070,549,683
1890	9,202,703	1,078,835,000	60,623,940,497
1880	3,835,191	615,266,000	49,989,848,223

The writer accepts bank clearings as the most accurate measure of trade available. These show for the period from 1880 to 1912 a total increase of 287 per cent., a condition which seems to indicate that "the volume of business increased at a faster rate than accumulations of wealth," an inference also supported by statistics for pig-iron production. As to the revenues of railroads, they increased at a more rapid rate than did the valuation of

From manufactured products there was also great gain. Next to real property these products contributed the largest amount to the great total. From 1900 to 1912 the increase amounted to more than 140 per cent. Following are other comments on figures given in the above table of the distribution of our wealth:

"The wealth in the form of street-railways nearly tripled in the twelve years under discussion. The telephone systems of the country were worth more than a billion dollars in 1912, against four hundred millions in 1900, a gain of 170 per cent., and the value of privately owned central electric light and power stations increased by more than 420 per cent. Wealth in the form of shipping and canals, too, was enormously greater in 1912 than at the beginning of the century.

"Turning to the farms, some striking changes are shown. Live stock increased in value by 88 per cent., but the greater part, if not all, of this increase must be



JAMES B. REGAN

Proprietor of the world-famous Knickerbocker Hotel, one of the largest and most fashionable hotels in New York, says:

"No day is complete for me without at least one pipeful of mild, aromatic Tuxedo to chase away big and little worries and bring me complete bodily and mental ease."

James B. Regan

Tuxedo Chases the Jigger-Jumps

It's always picnic time for Tuxedo smokers. They make every day a holiday by packing their pipes full of Tuxedo soon as they see a big or little worry starting down the street toward them. Tuxedo banishes the jigger-jumps as easily as St. Patrick drove out the snakes.

You're bound to be a happy man when you smoke this mild, pleasant tobacco. It's pure sunshine in a green-and-gold tin—mellow, rich-ripe and perfect.

Tuxedo

The Perfect Tobacco for Pipe and Cigarette

Superb leaves of the choicest, cream-of-the-crop Kentucky Burley—selected for their mildness and delicious fragrance—treated by the famous "Tuxedo Process" which thoroughly gentles the tobacco so that it absolutely cannot bite your tongue: that's Tuxedo!

SAMPLE TUXEDO FREE— Send us 2c in stamps for postage and we'll mail you prepaid a souvenir tin of TUXEDO tobacco to any point in U.S.A. Address

Tuxedo Department
Room 1189
111 Fifth Ave.
New York

PATTERSON'S
Tuxedo
TOBACCO
SPECIALLY PREPARED FOR PIPE & CIGARETTE
PATTERSON'S
Tuxedo
TOBACCO

Illustrations are about one-third size of real packages.

You can smoke pipeful after pipeful of Tuxedo without the slightest throat-irritation or tongue-bite. This mild, delightful tobacco affords thorough, wholesome enjoyment. It is restful and refreshing, comforting and cheering — all that perfect tobacco should be.

Next time you feel as if life was getting to be gosh-awful, just go 'round to any dealer anywhere and say: "Tuxedo." It's a synonym for sunshine.

YOU CAN BUY TUXEDO EVERYWHERE

Convenient, Glassine wrapped moisture proof pouch 5c
Famous green tin, with gold lettering, curved to fit pocket 10c

In Tin Humidors, 40c and 80c In Glass Humidors, 50c and 90c

THE AMERICAN TOBACCO COMPANY

Here's the Typewriter for YOU

Of course, you're familiar with the bulky, heavy office typewriter.

But do you know that there is a typewriter designed for *your personal* use?—one that you can have *where* you want it, *when* you want it.

Then you should lose no time investigating the

CORONA
Personal Typewriter

Send in the coupon below. It will bring the name and address of the nearest Corona agent.

Let him show you:

How light, compact and handy is the Corona.

How it can be *folded,* and packed in suitcase or grip, taking no more room than a fair-sized camera.

How, in spite of its lightness (6 lbs.), it stands the wear and tear.

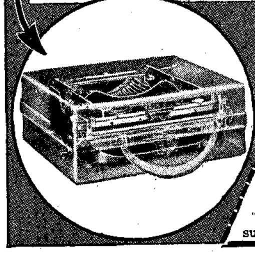
How easy it is to operate. How it has every modern improvement, from visible writing to two-color ribbon.

How it will quickly repay its small cost ($50) through time and money saved, and efficiency increased.

Over 50,000 men and women in every line of work—Uncle Sam, too—find the Corona invaluable. *You* will, once you know it. Makes life more worth living by taking out of it the drudgery of pen-writing.

Send the coupon today.

Corona Typewriter Company, Inc.
Main Office and Works: Groton, N. Y.
Agencies Everywhere



Corona
Typewriter
Co., Inc.
Groton, N. Y.
Please send address of nearest Corona agent; also Booklet No. 14-Je.

Name..........................
Address.......................

If space for name, etc., is insufficient, continue on margin.

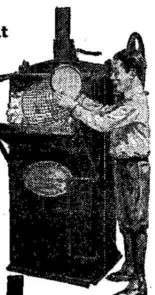
ALL STEEL Schick FIREPROOF PAPER BALER

Used by the Government
SAVES MONEY
EARNS MONEY
Made in Four Sizes

Collect and bale waste paper—worth 30c to $1.00 per cwt. Schick baler is strongest, simplest, easiest to operate. Pays for itself and earns money. Write for liberal **10 Day Free Trial Offer.**

Jobbers and Salesmen Wanted

DAVENPORT MFG. CO.
Dept. L-5 Davenport, Iowa



ascribed to higher prices rather than to any growth in the number of meat and draft animals in the country. The valuation of other agricultural products was placed at 260 per cent. more in 1912 than in 1900, and farm implements and machinery were worth 86 per cent. more. Inasmuch as the tendency in recent years has been for the ratio of rural to total population to decline, it is fair to assume that the farmer has obtained more than a fair share of the increased wealth.

"The item 'clothing and personal adornments' has more than doubled in the twelve years, which is at a rate much greater than the increase in population. It follows that the individual has been spending more money for those things, which is in itself a good indication of greater wealth and prosperity."

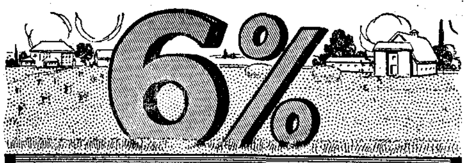
Other items as to our national wealth as compiled and printed in many newspapers are these:

"The total wealth of New York, $25,011,000,000, is the greatest shown for any State, while Illinois and Pennsylvania, with $15,484,000,000 and $15,458,000,000, respectively, are close rivals for second place. Other States which rank high in total wealth are Ohio, with $8,908,000,000; California, $8,464,000,000; Iowa, $7,868,000,000; Texas, $6,860,000,000; Massachusetts, $6,303,000,000; Missouri, $5,842,000,000; New Jersey, $5,743,000,000; Minnesota, $5,547,000,000; Michigan, $5,427,000,000; and Indiana, $5,195,000,000. No other State is credited with as much as $5,000,000,000.

"When the comparisons are applied on a per capita basis, however, a very different showing is made. The highest per capita figure for wealth in the hands of individuals and commercial organizations—that is, exclusive of the non-taxable property owned by governmental, educational, charitable, and religious institutions—is given for Nevada as $4,865. Next in order come Iowa, with $3,345; North Dakota, $3,210; California, $3,113; Nebraska, $2,954; Montana, $2,743; Colorado, $2,668; Kansas, $2,525; Oregon, $2,523; and Illinois, $2,507. In no other State was the figure as high as $2,500. Only three States—Illinois, California, and Iowa—for which the total valuations were high, also showed high per capita figures.

"That assessed valuations do not, in themselves, furnish any index to the actual wealth of the various States is brought out in a striking manner by a table showing the ratios between assessed and estimated true valuations of property throughout the United States. These ratios vary from 11.7 per cent. in Iowa to 100 per cent. in New Hampshire and Wyoming. In 11 States they are 33⅓ per cent. or less; in 24 States 50 per cent. or less, and in 23 States, 66⅔ per cent. or more."

As to the relation which our own total wealth bears to the wealth of Great Britain and Germany, statistics properly comparable are not available. It is known, however, that in 1903 the wealth of Great Britain and Ireland was estimated at $72,999,000,000, and that of Germany in 1908 at $77,864,000,000. It is not believed that either of these countries has in late years increased its wealth at a rate so rapid as the one which has prevailed here. Moreover, when the present war is over, it will probably be found that their wealth "has been very materially reduced through actual destruction of property and the halt that has taken place in productive activity." Meanwhile, this country has continued to make further progress.



6%

NATURE HERSELF YOUR SECURITY

FARM LAND in the middle west is constantly increasing in value. Financial conditions, the changes in government policy, anything that man may do cannot affect the everlasting productiveness of nature.

Upon this known quantity you depend in buying

FIRST FARM MORTGAGES

Your security is as firm as the very foundations of the earth—your interest as certain as the seasons.

This is the reason why well-informed and conservative investors throughout the country place their money in our first farm mortgages. Kansas, Oklahoma, Texas, and Arkansas are the "granary of the world."

Maxwell guarantees the value of each property located in these middle states to be from 2 to 3 times the amount of the loan. We have never lost a penny for a patron since starting business 44 years ago. You'll never feel the slightest uncertainty if you place your investment in our hands.

Maxwell guarantees the title, attends to all details of collections and remittance, taxes and insurance.

SEND TODAY for our latest list of Farm Mortgages and literature.

MAXWELL
ESTABLISHED 1871
INVESTMENT COMPANY
Grand Avenue at Tenth St., Kansas City, Mo.

7% NET DALLAS REALTY MORTGAGES

Security based on 40 to 50% conservative valuation on Improved Property, well located in the metropolis of the Southwest. These Mortgages are negotiated in multiples of $500 and up, and accompanied by Mortgagees' Title Policy Interest and principal guaranteed. *Ask for descriptive matter and circular 32.* STILES, THORNTON & CO., 102 Poydras Street, Dallas, Texas.

6% INTEREST OKLAHOMA and KANSAS FARMS FIRST MORTGAGE LOAN

Better security does not exist. 33 years' experience in writing farm loans. Never had a foreclosure in Oklahoma. We get you 6 per cent on absolutely safe first mortgages. Write today for references full details and list number 24

P. H. ALBRIGHT & CO., Newkirk, Okla.

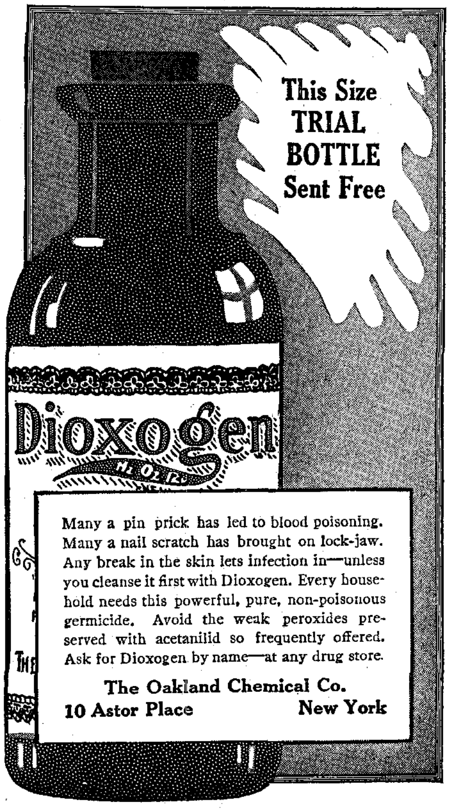
6% Good as Gold Our 6% First Mortgages on Real Estate worth 3 to 5 times amount loaned. We collect, remit interest and act as your agent without charge. **34 Yrs Experience. NEVER A DOLLAR LOST** Amounts $200 to $5,000. Write for list of offerings.

ANCHOR TRUST CO., Dept. LF, Wichita, Kan.

Oregon Farm Mortgages

Afford the safest possible investment. We offer these attractive securities on farms worth at least three times the amount of loan to net you 6%

Write for List 10 Cronan MORTGAGE COMPANY | Spalding Bldg. Portland, Ore.



Many a pin prick has led to blood poisoning. Many a nail scratch has brought on lock-jaw. Any break in the skin lets infection in—unless you cleanse it first with Dioxogen. Every household needs this powerful, pure, non-poisonous germicide. Avoid the weak peroxides preserved with acetanilid so frequently offered. Ask for Dioxogen by name—at any drug store.

The Oakland Chemical Co.
10 Astor Place New York

THE ECONOMIC SIDE OF TRADING-STAMPS

A question much debated in retail-trade circles is the use of profit-sharing stamps and coupons. The question is, Are they economically useful or desirable in stimulating trade, and do they actually accomplish the ends sought? While many arguments have aimed to show that they are useful and legitimate methods in advertising, other arguments apparently as convincing have contained reasons for a contrary view. In the New York *Times Annalist* is given a statement obtained as the result of a broad canvass among merchants, these views being presented as bearing on the case against coupons and stamps. Following are points in it:

"Trading-stamps, profit-sharing coupons, etc., do not create new business. They simply switch a customer from one brand to another. They are not capable of creating a demand for a specific product on its merits or to stir up the desire to buy. They do not lower selling-cost as does display-advertising, because, irrespective of the increase in volume, there still remains the same standing coupon-charge on each package sold.

"The retailer rightly looks with fear upon the encroachments the premium-coupon concerns are making on his business. He realizes the amount of money they are taking away from him by giving away premiums he would otherwise sell. The coupon enterprise neither buys nor sells anything in the community in which its premium parlor is located, except at headquarters. It, therefore, takes away from rather than contributes to the material prosperity of a community.

"They will drive their devotees into eventual bankruptcy. They do not stimulate sales. They encourage scheme merchandising rather than sales plans based upon quality products sold on a basis of service and fair prices. Full value should be placed on the goods themselves rather than on the extras that go with the goods, which is impossible as long as coupons are prominently featured. The merchant or the manufacturer or the jobber who gives profit-sharing coupons with his product must do one of two things—either hold up and increase the price of his goods or lower the quality of same while pretending to keep up their standard.

"On standard articles the cost of giving trading-stamps is borne by the merchant himself, who makes up the cost of the stamps because on most such products the consumer knows precisely the prices at which they should sell. On unbranded articles and on those of unknown reputation and unstandardized prices it is the consumer who ultimately pays the bill. Profit-sharing coupons encourage the tendency of business gambling, which is not economically sound, as the uncertainty of the percentage of redemptions is surely something in the form of a gamble.

"F. Colburn Pinkham, Secretary of the National Dry Goods Association, as a result of a comprehensive investigation, says that 85 to 90 per cent. of the dealers are not in favor of coupon plans. It is a known fact that many of the large stores do not use and are adverse to giving premium coupons of any sort.

"It is estimated that last year there were over $100,000,000 worth of coupons, trading-stamps, and similar premium-giving devices sold. On this vast amount there were only ten to twelve million dollars' worth redeemed. The American Tobacco Company has stated that only 40 to 50 per cent. of the premium value of its coupons are redeemed.

"If the manufacturer gives the coupon he simply adds to his overhead expense

Pyrene TRADE MARK
FIRE EXTINGUISHERS
AT THE FRONT

THESE photographs, taken just outside London, illustrate the Pyrene equipment of the British First Cavalry Brigade Field Ambulance Workshop Unit, as the Unit was leaving for the Front.

The motor and aircraft equipment of the British Army and Navy is provided throughout with Pyrene.

In every quarter of the globe, the superiority of Pyrene protection is recognized by fire engineers. These extinguishers protect U. S. Government property from the Panama Canal to Alaska and are used by the Army and Navy Departments of various governments.

See Pyrene display in Palace of Machinery at Panama-Pacific Exposition.

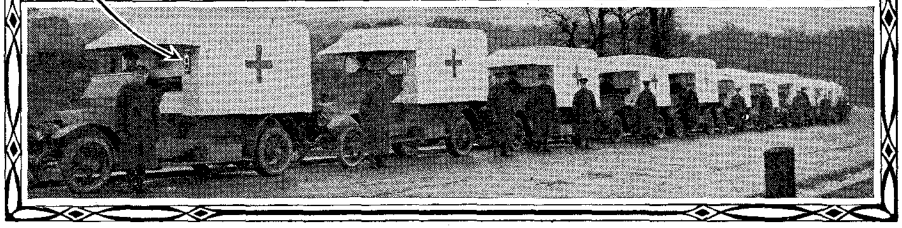
Brass and Nickel-plated Pyrene Fire Extinguishers are included in the lists of Approved Fire Appliances issued by the National Board of Fire Underwriters, and are Inspected, Tested and Approved by, and bear the label of, the Underwriters' Laboratories, Inc.

Write our nearest office for "The Vital Five Minutes"

PYRENE MANUFACTURING CO., 52 Vanderbilt Avenue, N. Y.

Aberdeen, S. D.
Alton
Atlanta
Baltimore
Birmingham
Boston
Bridgeport
Buffalo
Charleston, W. Va.
Chicago
Cincinnati
Cleveland
Dayton
Denver
Detroit
Duluth
Jacksonville
Kansas City, Mo.
Louisville
Memphis
Milwaukee
New Orleans
Oklahoma City
Philadelphia
Phoenix, Ariz.
Pittsburg
Richmond
St. Louis
St. Paul
Salt Lake City
San Antonio
Seattle
York, Neb.

California Distributors: Gorham Fire Apparatus Co., San Francisco, Los Angeles
Distributors for Canada: May-Oatway Fire Alarms, Ltd., Winnipeg
Distributors for Great Britain and Continent: The Pyrene Co., Ltd., 19-21 Great Queen St., London, W. C.



CELEBRATE THE GLORIOUS FOURTH WITH

Son of a Gun

Safe and sane and ABSOLUTELY EXPLOSION-PROOF

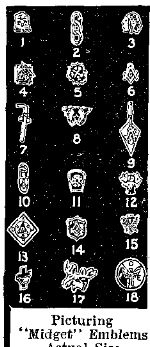
A small red disc emitting from three to five hundred reports, equivalent to a number of packages of firecrackers.

Best sizes are packed as follows:

Largest size, 1 gross in a box, or Medium size, 2 gross in a box. } At $6.00 per box. Original packing Expressage prepaid outside New York

Order early. Please remit money order or check for $6.00 with order to

EDW. H. WAGNER, 38c Park Place, New York, N. Y.



Picturing "Midget" Emblems Actual Size

THE INSIGNIA OF YOUR ORDER

in "Midget" size has a distinct appeal to you as a Lodge or Society member. Beautifully designed. Unobtrusive, yet its quiet dignity emphasizes its exclusive function. Inserted at the extreme point of lapel and tightly screwed on. Solid Gold—50c each.

1. Woodmen of World
2. Odd Fellows
3. Redmen
4. Knights Columbus
5. Modern Woodmen
6. Masonic
7. Ball and Cane Masonic
8. Shrine.
9. Trowel Masonic
10. Slipper Masonic
11. Keystone "
12. Elks
13. Artisans
14. Jr. O. American Mechanics
15. Knights Pythias
16. Knight Templars
17. Moose
18. F. O. Eagles

PHILADELPHIA BADGE CO.
158 N. 8th St. Philadelphia, Pa.

Electric Row Boat Motor

Make your Row Boat an Electric Launch. Buy a Jewel Detachable Row Boat Motor run by electricity. No odor or dangerous gasoline. Simple, noiseless and powerful. Attaches to any Row Boat and runs on two six volt Batteries. This is our third successful season. Price of motor complete.... **$75**

Run by Electricity

Jewel OPEN WINDOW Storage Battery

Look inside your Battery through the patented open window. See condition of plates and height of electrolyte. If you need a new automobile starting Battery buy a Jewel and save money. We manufacture house lighting plants and are pioneers in this line. Good reliable agents wanted.

Write for prices and Catalog B.

JEWEL ELECTRIC CO.
732 Sherman St., Chicago

The Real Latin Quarter of Paris **By F. Berkeley Smith**

Inside glimpses of the world's greatest Bohemia, profusely illustrated - - - - - - - $1.20

Charles Dana Gibson: "*It is like a trip to Paris.*"
Frederic Remington: "*You have left nothing undone.*"

Funk & Wagnalls Company, *Publishers*, **New York**

Ironing In 1/4 The Time

Try 30 Days FREE

You can do as much ironing as four women ironing by hand and with greater ease if you use

SIMPLEX IRONER
"THE BEST IRONER"

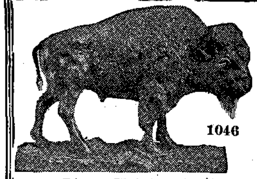
For City and Country Homes

Better results, beautiful finish, straight edges. No fuss and bother or weariness.

Operated by Electric, Gasoline or Hand Power. Heated by gas, gasoline or electricity. Eight sizes—$25 and up. Easy payments.

Write for FREE Booklet on Ironing, 30 Days Free Trial Offer, and name of local dealer.

AMERICAN IRONING MACHINE CO.
Established 10 Years
597, 168, N. Michigan Ave. Chicago, Ill.
"See our Exhibit at the Panama-Pacific Exposition —San Francisco, Manufacturer's Palace"



1046

Bison, Height 9 in.

BEAUTIFY YOUR HOME!
"ARTBRONZ" PRODUCTS

A scientific depositing of government test bronze over a reinforced baser core. The equal of cast bronze in workmanship—finish and durability—at one-tenth the prices.

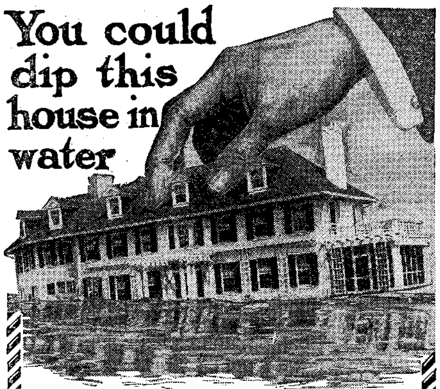
Book Rocks—Boudoir Lamps—Ash Trays Paper Weights—Statuary—Portables, etc.

Especially appropriate for Decorative use in the home. Distinctive Gifts for all occasions. Unusual Bridge and other prizes.

Prices ranging from $1.50 up.
Sold by the best dealers everywhere.
None genuine without this name "ARTBRONZ"

Send for CATALOG illustrating 200 Art Subjects

KATHODION BRONZE WORKS
511 Fifth Avenue New York



You could dip this house in water

Stucco, concrete or brick walls absorb much water, becoming damp, unsanitary and disfigured. But they can be water-proofed and beautified with

TRUS-CON STONETEX
APPLIED WITH A BRUSH

A liquid cement coating which becomes an inseparable part of the wall, sealing all pores and filling hair-cracks. Hard as flint. Damp-proof. weather-resisting. Gives uniform, artistic color. Applied to new or old walls. Furnished in a variety of pleasing tones.

It will pay you to learn about Trus-Con Waterproofing Products. Write for full information, telling us your needs.

THE TRUS-CON LABORATORIES
136 Trus-Con Building, Detroit, Mich.
Waterproofings—Dampproofings—Technical Paints

without any way of enhancing the value of his product, because the coupon has not created new consumers for that particular product, but has simply taken trade away from a competing product, which method of securing business is risky and uncertain, as the one way to develop business successfully is to create new consumers.

"There are thirty-five or forty fairly important coupon concerns in this country. They all have the same aims to put forth, the same arguments. Imagine if the same number of concerns put out exactly the same sort of advertising, using the same mediums, and making precisely similar claims, how little effect the advertising of each would have. In fact, it would do nothing but create a confusion in the minds of the consumer that would result in a probable loss of business for all.

"Profit-sharing coupons encourage fanatical and wasteful buying. The consumer becomes obsessed with the idea that he or she desires some gift or premium which can only be obtained as the result of collecting a certain number of stamps. In many cases, without any regard for the economics of buying, that consumer purchases material or merchandise for which he or she has no real use, simply to procure the coupons.

"It has been the experience of merchants that they have to keep on continually increasing the amount of trading-stamps they give; first they offer double stamps, then treble stamps, and so on to meet competition. Therein stamps differ from legitimate advertising, because each stamp given offers the same inducements in just the same way, while in display advertising a small space 'ad' may be conceived and executed with a skill sufficient ofttimes to attract more attention and create more business than a much larger space poorly used.

"There is a tendency to lose good customers and retain stamp-seekers if one exploits coupons or stamps in any unannounced fashion. Stamp-seekers are never satisfied, as they buy stamps rather than merchandise, and are fanatics who invariably desire a larger number of stamps as time goes on for the same amount of purchase.

"The dealer who gives stamps, the manufacturer who packs them, is paying approximately 3 per cent. on both his old and his new business. Therefore, if he doubles his business he is really paying 6 per cent., and it is not likely that his increase will be as big as this, so it is obvious that the percentage contributed to the coupon or stamp promoter is much higher than it would appear to be on the surface."

AN ACCOUNT OF OUR STEWARDSHIP

(*Continued from page 1335*)

The following contributions received since closing of our Belgium Flour Fund have been turned into the general fund of the Commission for Relief in Belgium, 71 Broadway, New York.

FROM VARIOUS DONORS—$58.33, Misses Barber, Gasser, Barnwell, Briggs, Neiland and Harper, Plandome, L. I.; $54.58, Provo (Utah) Branch National Red Cross Association; $46.60, Missionary Society of the Evangelical Association, Cleveland, Ohio; $30.00, J. McC. Sieg, Africa; $25.00 Each, J. W. Bicknell, Miss.; E. M. Sterrett, Mersine, Asia Minor; $15.75, Knox City (Texas) Public School Teachers and Pupils; $15.00, H. L. Gray, Stratford, Texas; $10.00, Colonel and Mrs. Wallace C. Taylor, Manila; $5.00 Each, Mrs. C. G. Thompson; Mrs. G. R. H. Buffinton; F. Bankhardt; Hattie Buck; Mrs. Ethel S. Foster; Mrs. Umbargar's S. S. Class, Cincinnati, Ohio; L. B. Baker; I. E. Pritchett, M. D.; F. Engle; Mary Polk; Maude F. Lyon; Ella W. Wicks; L. E. Langstaff, Emily P. Jones; $3.20, Junior League, Oriental, N. C.; $2.00 Each, John R. Riebe; A Friend, Dawson, Canada; H. F. Berghorn; $1.90, Miss Haskell's School, Boston. Total, **$361.36.**

High Honors.—SHE—"Isn't Jack just wonderful? He's already been promoted to field-marshal."

HE—"From private to field-marshal in two months? Impossible!"

SHE—"Did I say field-marshal? Well, perhaps it's court martial. I know it's one or the other."—*Passing Show.*

What's the Use—

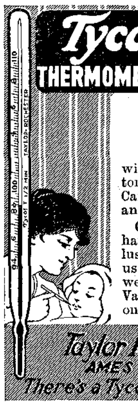
—of having fine floors and rugs—if you permit them to be ruined by hard wheel casters?

FELTOID Casters and Tips are scratchless, noiseless, durable. They cannot harm your floors or rugs. Their cost is small compared with the damage they prevent. There's a FELTOID for every piece of furniture.

At department, hardware and furniture stores—or write for the Feltoid Book No. 9 giving prices and styles.

THE BURNS & BASSICK COMPANY
Dept. C Bridgeport, Conn.

FELTOIDS



Tycos THERMOMETERS

Children's Temperatures vary so often that frequently no notice is taken of serious changes until too late. A

Tycos Fever Thermometer

will tell you when your child needs the doctor. Most dealers sell **Tycos** Fever, Bath, Candy, Desk, Window, Cabinet, Traveling, and Maximum and Minimum Thermometers.

Go to your dealer first. If he does not have **Tycos** Fever Thermometers (like illustration) or will not order for you, send us his name and address with $1.50 and we will send you one in hard rubber case. Valuable booklet A-2, "Health and Comfort," on request.

Taylor Instrument Companies
AMES STREET, ROCHESTER, N.Y.
There's a Tycos Thermometer for Every Purpose

This lid calls halt! to flies, dogs, rats, roaches.

Look for the Yellow Label!

Summer brings them all—exposed garbage and refuse encourage them. Witt's starves them out.

Tight-fitting lid seals Witt's like a vault—living pests can't get in, dead odors can't get out. Try Witt's this time. Made of rust-proof corrugated galvanized steel. Witt's outwears several of the ordinary kind and saves you money.

Write for booklet and name of your nearest Witt dealer.

The Witt Cornice Co.
Dept. K, Cincinnati, O.

Witt's Can and Pail

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"F. E.," Elmira, N. Y.—"Please define the word 'Ichabod.'"

The name "Ichabod" is of Hebrew origin and means inglorious, the glory has departed. It is a masculine personal name, commonly designating a son of Phinehas; born immediately after the death of his father and grandfather. (I Sam. iv, 21.)

"H. B.," Baltimore, Md.—"Please give your opinion of the use of 'which' in this sentence, taken from a recent obituary of a distinguished Mason: 'He was very active in Masonry up to about twenty years ago, since *which* time he has been content to let others do the work,' etc."

In the sentence submitted, "since which time" is to be read "from that time," *since* meaning "at some time before a certain past time," and *which, in relation to time*, points out definitely the time designated in the antecedent word or phrase to which it is related, *i.e.*, "about twenty years."

"C. E. H.," New York, N. Y.—"Is the following correct? 'Her hair are a beautiful gold and she does them very becomingly.' 'A' says no. 'B' says the hair is used in the Bible with a plural verb. Is it proper to use a comma after a salutation in an informal letter?"

The word *hair* is a simple or collective noun used with a singular verb. As a simple noun it takes an "s" to form the plural and its verb must agree with it. See Daniel iv, 33. "Till his *hairs were* grown like eagles' feathers." As a collective noun, it takes a verb in the singular. See I Corinthians xi, 14–15. "If a man have long hair, it *is* a shame unto him. But if a woman have long hair, it *is* a glory to her, for *her hair* is given her for a covering." We do not find *hair* with a verb in the plural in the Bible. A comma may be used after a salutation in an informal letter, but a colon is preferable because it indicates a stronger pause.

"F. S.," Riverside, N. J.—"Please give the proper pronunciation of the word 'Hiawatha.' Some claim *He-awatha;* others *Hi-awatha.*"

Both pronunciations are correct. The first—with the diphthongal sound of *i* (*ai* as in aisle) is English; the second, with the sound of *i* as in *police*, is Indian.

"E. M. L.," Brooklyn, N. Y.—"What are the meanings of the following words? *Hickey*, which occurred in decision of patent case reported in *Official Gazette; Bodaciously*, which occurred in LITERARY DIGEST."

A *hickey* is a T-shaped device of iron pipe used for bending a conduit, or a small fitting employed to wire a gas-fixture for electric lights. *Bodaciously* is American dialect for "in one mass; altogether; completely."

"R. B.," Boston, Mass.—"Kindly advise me as to the spelling of the possessive case of the word *administratrix*."

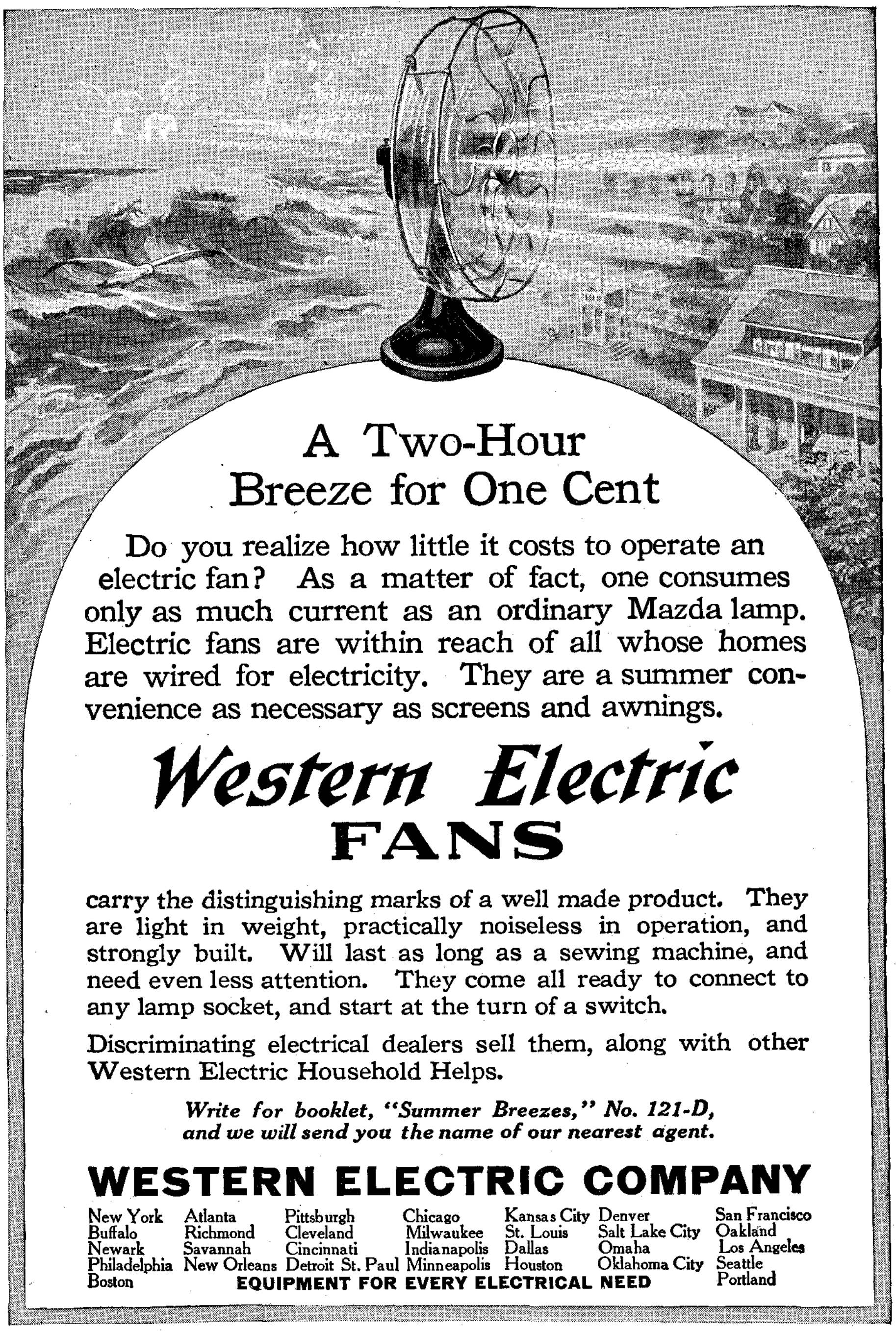
In English, words ending in *x* take the apostrophe and *s* in the possessive when the next word does not begin with a sibilant, as *fox's tail*, but *fox' skin*. Likewise *administratrix's duties*, but *administratrix' settlement.*

"E. M.," Sioux Falls, S. Dak.—"Which is correct, '*Mannix*' National Trade Regulator,' or '*Mannix's* National Trade Regulator'?"

Singular dissyllabic nouns ending in a sibilant sound add the apostrophe and *s*, unless the sibilant is preceded by another sibilant or the last syllable is unaccented; as, *Porus*' defeat; *Moses*' face; *Jesus*' disciples; *Laplace's* theory; *Hortense's* fate. Under this ruling the correct form to use is "*Mannix's* National Trade Regulator," as the last syllable is unaccented.

"J. B. C.," Portland, Ore.—"Is the possessive 'whose' in the following sentence correct? 'The First National Bank, *whose* drafts were used, has been merged, etc.' Would 'which' be properly used in the sentence as stated?"

Whose is correct; it is now frequently used as the possessive of *which* by the best authors. *Which* would not be properly used in this sentence, except in the form "the drafts *of which* were used," this form being interchangeable with that given above.



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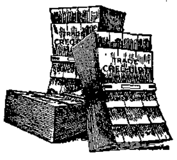

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VACATION TRIPS IN AMERICA

(*Continued from page* 1337)

NEW YORK TO CALIFORNIA VIA GRAND CAÑON, RETURNING VIA AMERICAN ROCKIES.

28 Days. About $285 inclusive.	New York to Chicago, Grand Cañon, Riverside, San Diego, Mission Play, Los Angeles, Del Monte, San Francisco, Salt Lake, Royal Gorge, Garden of the Gods, Denver, Chicago.

NEW YORK TO SAN FRANCISCO VIA PANAMA CANAL, RETURNING VIA CANADIAN ROCKIES

33 Days. About $350 inclusive.	New York to and through Panama Canal, thence to San Francisco (with calls at San Diego, Los Angeles), via Panama-Pacific steamer. Return via Shasta Springs, Seattle, Vancouver, Canadian Rockies, St. Paul, Chicago, Niagara Falls.

NEW YORK TO NEW ORLEANS, STEAMER, GRAND CAÑON, CALIFORNIA, RETURNING VIA AMERICAN ROCKIES.

47 Days. About $450 inclusive.	Southern Pacific steamer, New York to New Orleans. Thence by rail to San Antonio, El Paso, Grand Cañon, San Diego, Mission Play, San Francisco, returning via Yellowstone Park, Salt Lake, Colorado Springs, Denver, Chicago.

NEW YORK TO CALIFORNIA, INCLUDING TOUR OF THE GREAT NATIONAL PARKS.

9 Weeks. About $1,000 inclusive.	Including Colorado, Rocky Mountain National Park, Salt Lake, Yellowstone (complete park tour), Glacier National Park (boat and stage trips), San Diego, Mission Play, Yosemite National Park (stage trips), Grand Cañon, and Petrified Forest.

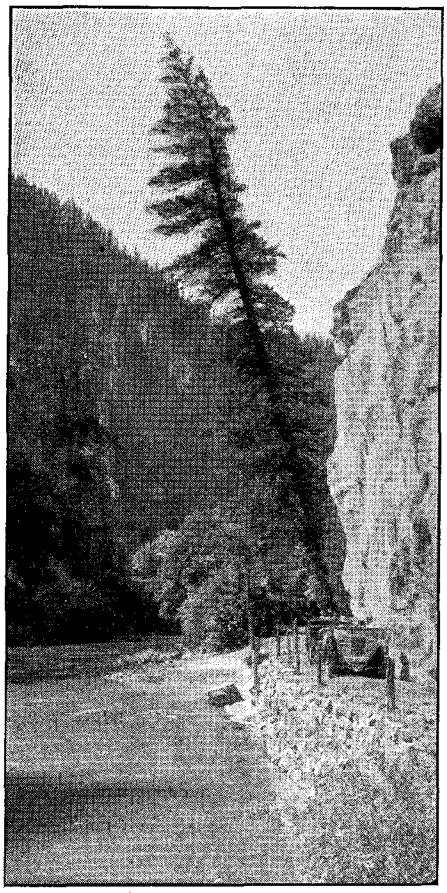
Between the Mississippi Valley and the Pacific coast, also across the northwestern Canadian border, are many scenic wonders. Below are described some of the most notable.

LAKE REGION OF THE NORTHWEST

The lake-dotted regions of northern Illinois, Michigan, Minnesota, Iowa, and North Dakota, while less known to Easterners, are much frequented by people of the West. In Illinois are Crystal Lake, Lake Zurich, and Fox Lake, on the Chicago and Northwestern lines and connections. In Michigan are Pine, Glen, Crystal Portage, and White Lakes, besides many smaller ones, reached by the Pere Marquette and Grand Rapids and Indiana railways. Among Wisconsin's lake resorts are Lake Winnebago, the largest body of fresh water within the confines of any one State, Geneva, North Lake, Beaver, Mendota, Oconomowoc, and others reached by the St. Paul and Chicago and Northwestern systems. It is estimated that there are dotted over Minnesota approximately 10,000 lakes, including beautiful Minnetonka (whose overflow forms the falls of Minnehaha), Prairie Lake, Detroit Lake, Lake Traverse, and White Bear, located on the Great Northern, St. Paul, Rock Island, or other lines. In Iowa are Clear Lake and the Spirit Lake region on the Milwaukee System, and North Dakota's Devil's Lake on the Great Northern. The lake regions of these States, about half-way between the Atlantic and Pacific Oceans, are accessible by rail lines from Chicago, Duluth, Minneapolis, and St. Paul, Omaha, and St. Louis.

COLORADO ROCKY MOUNTAIN REGION

The Rocky Mountain region of Colorado has scenic wonders that are world-famous; its climate is exhilarating; it is easily and quickly accessible; and it lies on several direct transcontinental routes between Chicago and California. Among the principal gateways are Denver, Colorado Springs, Manitou, and Pueblo. Denver is a railroad center of nearly a dozen lines, including the Burlington, Rock Island, Santa Fé, Union Pacific, Denver & Rio Grande, and Colorado & Southern. Colorado Springs is another important rail center, for the Santa Fé, Rock Island, Colorado & Southern, and Denver & Rio Grande. Manitou is on the Colorado Midland and Rio Grande. Here begins the Manitou & Pike's Peak line. Pueblo is reached by Missouri Pacific, Rio Grande, Rock Island, Santa Fé, and Colorado & Southern.



MOTORING AMID THE SCENIC GRANDEUR OF THE COLORADO ROCKIES.

Estes Park, Georgetown Loop, Eldorado Springs, and Gray's Peak are within short reach of Denver. Pike's Peak, the Garden of the Gods, the Royal Gorge, Manitou and the Cliff Dwellings and Cripple Creek are conveniently reached from Colorado Springs. From Manitou and Pueblo trips may be also made into this entire territory. Following are a few of the most attractive trips to the Colorado mountain region:

From Denver to Silver Plume over the famous Georgetown Loop, a day's trip, fare $3.

From Denver to Boulder over the Switzerland trail of America, Colorado-Southern, Denver, Boulder, and Western lines, one day, $3.

From Denver to Estes Park (70 miles), via Colorado-Southern and stages. Fare, $9.60. Estes Park is reached also by Burlington route to Longmont, thence by motor stage. Nestling under the snow-white crown of Long's Peak this playground is one of the most attractive of our national reservations.

From Denver to Colorado Springs, 75-mile trip, with splendid views of Pike's Peak. Round trip, $3.

Colorado Springs, lying midway between Denver and Pueblo (altitude 6,000 feet), is a year-round resort of growing popularity with pleasure- and health-seekers. It boasts two of the best golf courses in the West. Polo, motoring, and cross-country riding are also favorite sports. Radiating from it are many of the most attractive mountain trips, including among others the following:

The Garden of the Gods, adjoining Colorado City on the northwest, and forming a part of the Colorado Springs Park System—fantastic red sandstone formations of great geological interest—is reached by carriage, automobile, or burro. The Garden of the Gods drive usually includes Glen Eyrie, Mushroom Park, and the Mesa Road.

The Cripple Creek Short Line trip affords a wonderful ride around the rims of great gorges, over yawning chasms, around loops, through cañons, from mountain top to mountain top, up and over the backbone of the continent, the daily excursion rate $3.

To the south Cheyenne Cañon and the Seven Falls, the entrance is near Stratton Park. It is lined with perpendicular granite walls and guarded by the Pillars of Hercules, with lofty domes and the Seven Falls. It is reached by street-car, at a total cost of 95 cents, including carfare, auto, carriage, or burro from Stratton Park to Seven Falls and return. It is also reached by auto or carriage from Colorado Springs.

In the Crystal Park auto trip, motoring over a wonderful road, you have spread before you an all-inclusive view of the Pike's Peak region, the round trip, including park privileges, $3.

The sentinel of the Rockies, the summit of Pike's Peak, 14,109 feet above sea-level, is reached by Cog road, nine miles in length, from Manitou. Towering above all its neighbors, Pike's Peak summit affords an unobstructed view of mountain and plain, the grandeur of which is unequaled in the Rockies. Sunrise trips are made every Wednesday morning in July and August, the round trip fare, $5.

Daily burro-trains leave Manitou every afternoon during the summer for the top of Pike's Peak, the round-trip fare $3.

The Mt. Manitou Park Scenic Incline Railway is the longest and highest railway of its kind. Ten thousand square miles of mountain and plain lie open to the view, from this mountain park, 9,000 feet above sea-level, the round-trip fare $1.

The Cave of the Winds gives an underground journey of one mile through rare formations. It is open day and night, and reached by auto, carriage, or burro; admission to the cave, $1.

Beginning north of Manitou is William's Cañon, one of the most picturesque and rugged cañons of the region. Temple Drive traverses the cañon, leading through the Narrows and climbing the cañon wall to the Cave of the Winds. The return is over a new auto highway, cut along the rim of the cañon to Ute Pass, where it connects with the Ocean-to-Ocean Highway.

In Phantom Cliff Cañon, near Manitou and the Garden of the Gods, have been reconstructed, from original material, exact counterparts of the Cliff Dwellings of Southwestern Colorado. The trip includes guide service through the ruins, and a museum containing 1,400 pieces of pottery and other relics. The Manitou Sky Line Drive connects Phantom Cliff Cañon with William's Cañon. It is reached by auto, street-car, or burro, admission, $1.

The Ute Pass Resorts, Cascade, Green Mountain Falls, Crystola, Woodland Park, Manitou Park, and Skelton's Ranch are easily reached by the Colorado Midland Railway.

Every day in July and August the Colorado Midland Railway runs a special Wildflower excursion. The trip is 57 miles due west; up the historic Ute Pass; circling the east and north slopes of Pike's Peak to the summit of Hayden Divide, 9,198 feet; through Florissant Cañon, by Lake George, up Granite Cañon and into South Park. A stop is made to gather mountain wild flowers; the round trip fare $1.

The State highway to Cañon City is one of the best roads and most pleasant motor-trips in Colorado, culminating in the Sky Line Drive and the road to the top of the Royal Gorge, from the summit of which is a sheer drop of half a mile to the river. Cañon City is known for its hot and cold mineral springs, apple orchards, and picturesque drives.

YELLOWSTONE NATIONAL PARK

Altho many great national reservations have been formed by the Government since the Yellowstone was set aside in 1872, "for the Benefit and Enjoyment of the People," its many natural wonders and points of interest continue to draw an ever-increasing volume of visitors. An entire book might be written about the Yellowstone. The best understanding of its many charms is derived from an actual visit. Four attractive stage-coach trips are available, ranging from two to five days, and costing from $14.25 to $50.50, all expenses included. Excellent hotel accommodations are available. The gateways to the park are at Gardiner on the north, by stage to Cody on the east, at Yellowstone on the west. Rail routes to these points are described in detail elsewhere, including the Northern Pacific, St. Paul, Burlington, Denver & Rio Grande, Chicago & North Western, Union Pacific, Rock Island, and connecting lines.

GLACIER NATIONAL PARK

This mountain wonderland in Montana is the most recent addition by our Government to the series of national parks. It has many features distinctive and different from those of any other reservation. Here is found scenery which for grandeur is unexcelled, 250 mountain lakes, many mountain streams and cataracts, 60 glaciers, snow-capped peaks 10,000 feet in height, miles upon miles of virgin forests. Automobile roads are being constructed to make it possible for many to enjoy this pristine region. In addition, there are horse-stage and horseback trips, and walking. Accommodations are provided by log-built hotels and Swiss chalet camps. This summer a new hotel has been completed on Lake McDermott, 56 miles by automobile road from Glacier Park Station. A combination motor-stage and boat trip over St. Mary Lake, occupying a full day, costs $5, and takes the visitor into the heart of the Park.

THE CANADIAN ROCKIES

In the western Dominion of Canada tower the snow-capped peaks of the Canadian Rockies. For twenty-four hours the traveler on the Canadian Pacific threads a region of sublime mountain scenery—a succession of cañons, glaciers, mountain torrents, dizzy precipices, crystal lakes, and pristine forests, nestling in this turmoil of mighty peak and deep-hewn valleys. Here, for instance, in the heart of the 2,000-square-mile Rocky Mountain Park, one finds Banff, with its sumptuous modern hotel, its hot sulfur-springs, mountain-climbing suitable for the expert alpinist, fishing for speckled trout, and boating. Here, too, at an altitude of nearly 6,000 feet, is Lake Louise, described as "The Pearl of the Canadian Rockies," where one may tramp four miles to the Victoria and Lefroy glaciers, not to mention trips in a dozen directions revealing scenery which can be only described as wonderful. The tourist may also stop at the chalet at Field and visit falls, glaciers, mountain peaks, and lakes. From here originates a famous camping-trip. Farther west, in the heart of the Selkirks, is Glacier, with side trips to the Nakimu Caves, Marion Lake, and the great Illecillewaet Glacier. The famed Kootenay Lake region is accessible from Balfour. Swiss guides are provided at several of these points, also mountain-climbing ponies.

KLAMATH REGION AND CRATER LAKE PARK

The Klamath lakes region, intersecting the border between northern California and Oregon and adjacent to it Crater Lake National Park, is a sportsmen's and nature-lovers' paradise. Hunting and fishing abound. Of Crater Lake National Park itself Dr. W. M. Davis, director of the American Geographical Society, recently said: "Crater Lake is unique among the attractions of the world, so distinct in character that no lover of nature can afford to miss it. No single scenic attrac-

Among the toilet accessories of the experienced traveler you will almost invariably find a bottle of

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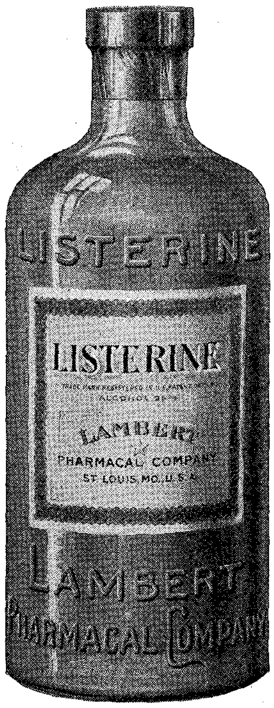

When completing their toilet in the Pullman car, many professional traveling men and tourists use Listerine as a tooth and mouth wash, and for all other purposes of a safe antiseptic.

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tion anywhere can surpass it." With its depth of 1,900 feet, its remarkable azure surface surrounded by snow-capped peaks, this lake is well worth a visit. Crater Lake Lodge and Tent City, opening in July, afford accommodations. Crater Lake is accessible from Klamath Falls by rail to Chiloquin, and thence by automobile through Klamath Agency and Fort Klamath, a one day's round trip, or by motor-boat to Pelican Bay Lodge, and thence by auto, returning to the lodge at night, or staying at Crater Lake Inn. The lake is also reached from Medford on the Southern Pacific by automobile, the distance eighty-five miles.

RAINIER NATIONAL PARK

Crowning this national reservation in Washington towers Mount Rainier-Tacoma, 14,526 feet in height. Radiating from the thirty-mile base of this snow-clad dome are glaciers, mountain torrents, and cataracts innumerable. Mountain scenery of the grandest order greets the visitor to this natural park. Automobile-stage tours take visitors into the midst of these mountain glories. The park is reached by Chicago, Milwaukee & St. Paul, in conjunction with the Tacoma Eastern Railway, to Ashford, a two-hours' ride from Tacoma, thence by motor-stage; the round trip fare to the National Park Inn is $5.

THE YOSEMITE AND THE BIG TREES

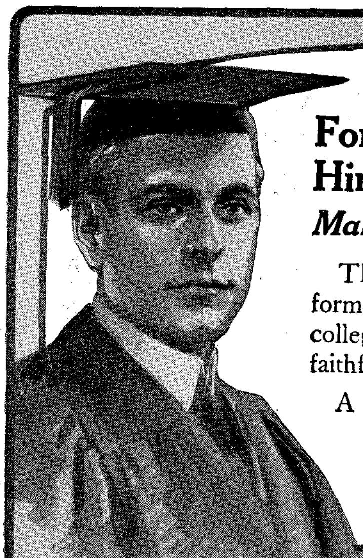
In this famous national park tourists may feast upon a variety of scenery difficult to find elsewhere on this or any other continent. Here in succession are gorge, cañon, picturesque valley, wonderful mountain conformations, waterfalls from a few hundred to three thousand feet of descent, crystalline lakes and streams, dense forests, and the towering Sequoias, or Big Trees, of America. Every visitor to California should include a visit to this valley. Access to the park is from Merced on the Southern Pacific and Santa Fé systems to El Portal by the Yosemite Valley Railroad, a trip of 78 miles. Hotels and attractive camps at several points afford accommodations. Access to the valley is by automobile, stage, carriages, saddle-horses. The round-trip rate from Yosemite to the Mariposa Grove of Big Trees is $15.

LAKE TAHOE REGION

Set high at an altitude of 6,000 feet amid towering snow-capped peaks of the Sierras, and surrounded by numerous other lakes, is Lake Tahoe, one of the most inspiring scenic attractions of the West. It is 23 miles long, 13 miles wide, and 2,000 feet deep. A steamer trip of 72 miles over this beautiful body of mountain water reveals a succession of headlands, summits, bays, and forest-clad shores of irresistible beauty and grandeur. Access to Lake Tahoe by the San Francisco-Ogden division of the Southern Pacific is from Truckee, thence up Truckee River Cañon by Lake Tahoe Railway. The round-trip rate from Truckee to Tahoe is $3. Hotel accommodations are afforded at various resorts on the Lake.

THE GRAND CAÑON

Many attempts have been made to depict in words this sublime creation of nature. The most gifted writers have been first to acknowledge the inadequacy of



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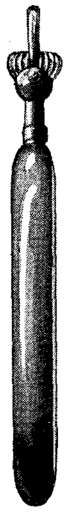

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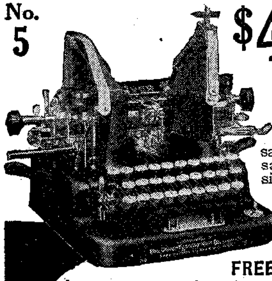

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words to visualize the scene which unfolds itself to Grand Cañon visitors. Those who have strolled out from El Tovar to the brink and gazed long upon that chaos of many-hued cliffs, or others who have descended to the extreme depths and looked upward to the chasm's sky-bordered rim, will never forget the scene. Access to the Grand Cañon is by Santa Fé's main line to Williams, thence northward by branch line. Accommodations are provided by the picturesque hotel, El Tovar, and lodgings in cottage or tent at Bright Angel Camp. Besides drives and walks along the crest, there is the descent into the gorge by Bright Angel Trail, occupying a day. Cost, including mule and guide, $5 each, for three or more persons.

OTHER SCENIC ATTRACTIONS

From San Pedro (the harbor of Los Angeles), a two-hour sail across the Pacific brings one to the island of Santa Catalina, well worth a visit. Here visitors may land at Avalon Bay and make excursions to various points of interest.

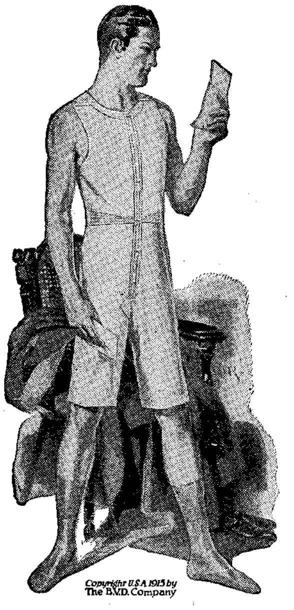
The giant Sequoias of the Sierras, believed by John Muir to antedate the Glacial Period, are preserved to mankind by the Government in Sequoia National Park and other California reservations, reached by the Southern Pacific System in connection with stage routes.

The famous Shasta Route of the Southern Pacific between Portland and San Francisco is renowned for scenic charm. On this trip the tourist may stop off at Shasta Springs and obtain en route excellent views of Mount Shasta.

PACIFIC COASTWISE TRIPS

San Francisco, Tacoma, Seattle.	Pacific Alaska Navigation Company. Sailings twice weekly. $27.50 round trip inclusive.
San Francisco-Portland.	North Pacific S. S. Co. Sailings weekly. $25 round trip inclusive.
San Francisco-Portland.	Great Northern Pacific S. S. Co. Sailings every fourth day, time 30½ hours. Round trip rate, $40 inclusive.
San Francisco-Portland.	S. F. & Portland S. S. Co. About five-day intervals; time about 48 hours. $25 round trip inclusive.
Seattle-Alaska Excursion.	Pacific Alaska Navigation Co. Sailings 5th, 15th, 25th of each month. $100 round trip inclusive, 18 days. From San Francisco $127.50, 25 days.
Seattle to Skagway.	Humboldt S. S. Co. Sailings every 10 days. Round trip $50. (Via Sitka $60), inclusive.
Seattle to Juneau and Skagway.	Alaska S. S. Co. Sailings 6th, 12th, 18th, 24th, 30th of each month. $66 round trip inclusive. 11 days round trip.
Seattle-Southeastern Alaska.	Pacific Coast S. S. Co. Sailings on application. Rate $66 inclusive for Alaska excursion, 11 days, up to Prince Rupert, Juneau, Sitka, Skagway.
Seattle to Nome.	Alaska S. S. Co. June 26, July 24. $150 round trip inclusive.
Victoria, Vancouver, Prince Rupert, Juneau, Skagway.	Canadian Pacific Steamers. Sailings weekly. Rate, Victoria to Skagway, $60 inclusive, round trip. Time about 10 days.
San Francisco, Los Angeles, San Diego.	North Pacific S. S. Co. Sailings weekly; Los Angeles, round trip, $14.50; San Diego, $15 inclusive.
San Francisco-Los Angeles.	S. F. & Portland S. S. Co. Sailings five-day intervals, time about 24 hours; round trip, $16 inclusive.
San Francisco-Los Angeles-San Diego.	Pacific Navigation Co. steamers, *Yale* and *Harvard*, sailings Monday, Wednesday, Friday, Saturday. Time to Los Angeles (San Pedro), 18 hours; to San Diego, 25 hours; to San Pedro $15, to San Diego $18 round trip. Berth and meals extra.
Seattle-Victoria-San Francisco-San Pedro-San Diego.	Pacific Coast S. S. Co. Twice-a-week sailings. Round trip, San Francisco and Los Angeles, $16; 'Frisco and San Diego, $19; Frisco, Victoria, or Seattle, $37 inclusive.

David Robinson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"YOU'VE been strutting around the house, bragging: 'How Cool I Am'—*now* I know the reason—caught with the goods. You can't get ahead of your Dad, though—ha! ha! *I'm* wearing B.V.D., too.

"Mother got mine for me the other day at Brown's. You bet she knows how to buy. Always gets what she asks for, and Boy, I haven't felt so *cool* and *comfortable* in all my life. Doesn't bind or chafe—launders as white and soft as a handkerchief."

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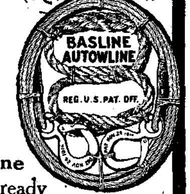

Hooks in Three Ticks of a Watch

without a bit of fuss! **Basline Autowline** is fast and ready to tow in the time it takes to tell it! That's

BASLINE AUTOWLINE

efficiency and service. Nothing can be handier for attaching than the Patented Snaffle Hooks on this *big-little* automobile towline. **Basline Autowline** is about 25 feet long and is made of celebrated Yellow Strand Powersteel wire rope, ¼-inch in diameter. Weighs only 4½ pounds but is a veritable Samson in strength. Buy it of your dealer. Price, east of Rockies, $3.95.

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Makers of famous Yellow Strand Powersteel wire rope

ALASKA

A trip to the vast northland of Alaska is the dream of many travelers. Those fortunate in realizing this dream return with rich stores of experiences and impressions. There is a bigness about everything in this territory that makes every stage of the trip impressive. The immensity of Alaska dawns upon the traveler at the very beginning. Leaving Seattle, the steamer passes for one thousand miles through a labyrinth of islands in the Inside Passage, past living glaciers and hundreds of snow-capped mountain peaks. This sail is over waters as calm as those of the average river. Several calls are made at which tourists may stroll ashore for rambles about totem-poled native settlements.

At Skagway this steamer trip ends. An observation car of the White Pass and Yukon Route is boarded here and the tourist plunges into the grand scenery of the interior. Cañon, mountain, and lake alternate. For nearly thirty miles the route borders Lake Bennet. A side trip from Caribou by steamer through the Atlin Lakes should not be missed. No Swiss or Italian scenery excels that of the mountain-walled Atlin Lake region. Returning to Caribou, the rail trip up White Pass is resumed to the rail terminus at White Horse. Here steamers are ready to take the traveler down the Yukon. You may take the 460-mile sail to Dawson, thence by connecting line go up the Tanana to Fairbanks, or continue down the Yukon, crossing and recrossing the arctic circle, until you have reached its mouth at St. Michael, 1,000 miles from White Horse. Here you may board a steamer for Seattle, via Nome, an eight-day voyage.

Steamer service is afforded between Seattle and Skagway by the Alaska Steamship Company, the Pacific Coast Steamship Company, and the Humboldt Steamship Company, and between Victoria, Vancouver, and Skagway by the Canadian Pacific steamers. The approximate sailing time is four days. The rail trip to White Horse occupies eight hours and the side trip to Atlin about one day additional. The Yukon trip to Dawson is a two-day sail down and a four-and-one-half day sail back, from Fort Gibbon (Tanana) to St. Michael—down-stream four days, up-stream eight days. The approximate time of the trip from Seattle to White Horse, with side trip to Atlin, is 16 days; to Dawson, 22 days; to Fairbanks, 35 days; to Nome and return by sea direct to Seattle, 30 days.

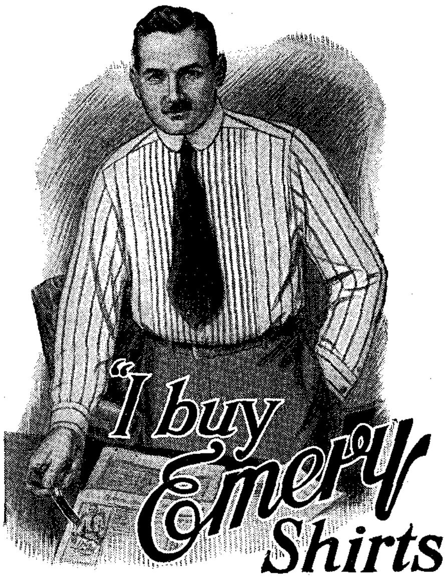
SPECIMEN ALASKA TOURS

SEATTLE OR VANCOUVER TO ATLIN AND WHITE HORSE

16 Days. Cost, $105. Meals and berths on steamer included. Hotel accommodations, etc., about $20 extra.	Steamer to Skagway, Skagway to Caribou, rail, steamer through Atlin Lakes, one or two days at Atlin. Return to Caribou, thence rail to White Horse and return by rail to Skagway, thence steamer home.

SPECIAL EXCURSION TO ST. MICHAEL, ABOUT JULY 15

About 5 weeks. Cost $300, including meals and berths on lake, river, and ocean steamers.	Steamer Seattle to Skagway, thence rail to White Horse, thence Yukon steamers to Dawson, Fairbanks, Tanana, thence down Yukon to St. Michael. From St. Michael to Nome, Seward, Columbia Glacier, Cordova (side trip over Copper River and Northwestern Railway), thence back to Seattle.



for the regard I have for the Emery label—standing as it does for the 30 years' reputation of a foremost American shirtmaker and relieving the shirt-purchaser of any doubt as to style, material, making or fit. It assures fast colors; the comfort in a *pre-shrunk* neckband and a right sleeve-length; unsurpassable finish; in short: Guaranteed fit, color and wear."

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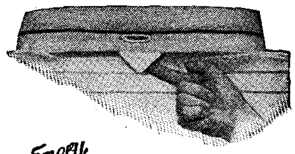
Opens the starched-up band and clears the way for the collar button.



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Hongkong	Toyo Kisen Kaisha	$262.50
"	Pacific Mail S. S. Co.	262.50
"	Nippon Yusen Kaisha	187.50
"	Great Northern S. S. Co.	262.50
Honolulu	Matson Navigation Co.	110.00
"	Oceanic S. S. Co.	110.00
Sydney	Oceanic S. S. Co.	337.50
"	Union S. S. Co.	337.50
"	Canadian-Australasian S.S.L.	337.50

Toyo Kisen Kaisha, San Francisco to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai.

Pacific Mail S. S. Co., San Francisco to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki, and Manila.

Nippon Yusen Kaisha, Seattle via Victoria to Yokohama, Kobe, Moji, Shanghai, and Hongkong.

Great Northern Line, Seattle to Hongkong, via Yokohama, Kobe, Nagasaki, and Manila.

Matson Navigation Co., San Francisco to Honolulu.

Oceanic S. S. Co., San Francisco to Honolulu.

Oceanic S. S. Co., San Francisco to Sydney via Honolulu and Pago Pago.

Union S. S. Co. of New Zealand, San Francisco to Sydney, via Papeete, Rarotonga, and Wellington.

Canadian-Australasian S. S. Line, Vancouver to Sydney via Honolulu, Suva, Fiji, and Auckland.

PLAYGROUNDS EAST OF THE MISSISSIPPI

In the Eastern States, in the maritime provinces of Canada, and northward in Quebec and Ontario are scores of delightful vacation playgrounds.

THE LONG ISLAND AND NEW JERSEY BEACHES

The ocean beaches of Long Island and the New Jersey coast are famous the continent over. To their cool breezes and invigorating salt waters come each summer many thousands of visitors. As a summer playground Long Island offers miles of broad sandy beaches, the delight of bathers; miles of superb motor roads, famous golf-courses, and inland hills and dales of rural loveliness. Along the bay-indented and bluff-lined North Shore are Great Neck, Manhasset, Oyster Bay, Glen Cove, Greenport, and other equally attractive shore towns. Along the South Shore are the Rockaways, Long Beach, the aristocratic "Hamptons," Amagansett, and Montauk. All Long Island points are served by the Long Island Railroad with direct train service from the Pennsylvania Station, New York City.

New Jersey's coast is lined by seashore resorts, notable among them being Atlantic Highlands, Monmouth, Long Branch, Asbury Park, Manasquan, Barnegat, Atlantic City, and Cape May. The first-named may be reached from New York by direct steamer service of the Central Railroad of New Jersey and also by rail-lines of the same system. Other New Jersey resorts are reached from New York or Philadelphia by through trains over the Central Railroad of New Jersey and Pennsylvania systems.

THE HUDSON AND BEYOND

Forming an important section of the northern highway from New York to Saratoga, Lake George, Lake Champlain, the Adirondack Mountains, and St. Lawrence Valley, the Hudson River carries each year a vast tide of tourist travel. Scenically the Hudson is rivaled by few American rivers. There is no monotony. The stately Palisades give way to the broad expanse of the Tappan Zee, and this in turn to the mountain-walled reaches of the Highlands, while beyond tower against the western horizon the Catskills with green

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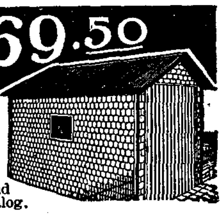
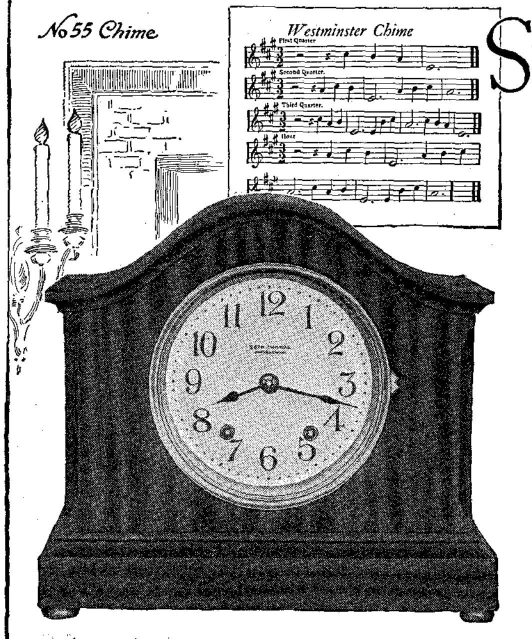


No 55 Chime



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Chime Clocks

All Seth Thomas Clocks are noted for their accuracy and beauty. Our Sonora Chime Clocks make an added appeal by their sweet musical tones.

Chime Clock No. 55, pictured here, plays the Westminster Chime on four bells every quarter hour. It is the smallest chime clock made, measuring 9½ inches high, with 5-inch silvered dial. The cabinet case has a beautiful grained effect.

There are many sizes and designs of Seth Thomas Chime Clocks, some with four, some with eight bells, priced $15 to $50. Your jeweler can, perhaps, show you one or more of this popular type of clock.

ASK YOUR JEWELER FOR DESCRIPTIVE LEAFLET OR WRITE US FOR ONE

SETH THOMAS CLOCK CO., 15 Maiden Lane, New York City
Established 1813

meadow lands and gentle hills northward to Albany. Historically the river is richer than almost any other waterway in America. Hardly a mile but has its association with the early days of Dutch settlement and of Revolutionary struggle. We pass in succession the site of Fort Washington, the Cornwallis House at Alpine, Stony Point, Fort Montgomery, Washington's Newburgh headquarters, and venerable Albany, the Fort Orange of 1614.

At Kingston and Catskill are the chief gateways to the Catskill Mountains, one of the most frequented of mountain resorts. By the Kingston gateway the tourist may cross the western divide and thence continue on to Cooperstown, a summer resort of growing favor. This storied village, beautifully set at the foot of Otsego Lake, "Glimmerglass," as Cooper loved to call it, is provided with excellent hotels. Boating, golf, fishing, and hunting are favorite sports.

An hour's rail ride north of tidewater on the Hudson brings the tourist to the broad and shaded streets of Saratoga Springs, now a New York State reservation. Much is being done by the State to make of Saratoga one of the world's greatest spas. Each year the springs are drawing increasing numbers of visitors.

The most superb river steamers are at the service of Hudson River tourists. For sixty-seven years the Hudson River Day Line has been famous for daylight trips between New York and Albany. Its great *Washington Irving* and *Hendrick Hudson* and its smaller but attractive *Robert Fulton* and *Albany* are operated daily except Sunday in three divisions: first, between Albany-New York, and chief landings; secondly, local between New York and Kingston; thirdly, local between New York and Poughkeepsie.

Night service on the Hudson is maintained by well-appointed steamers of the Hudson Navigation Company, the *Berkshire* of this line being the biggest river steamer for night service afloat. The entire fleet of five steamers is equipped with powerful search-lights. It is operated in two divisions—between New York and Albany and New York and Troy, service nightly. Sunday day service is also provided by this line.

Along the Hudson are the rail lines of the New York Central Railroad. The Catskills are reached from Kingston by rail on the Ulster & Delaware road, running to Oneonta on the Susquehanna, thence connecting with Cooperstown. Branches run to Hunter and Kaaterskill. From Catskill trains connect with Catskill Mountain Railway for Cairo and Tannersville, via the Otis Elevated Railway and the Catskill and Tannersville Railway. The hinterland of the Hudson and mountain regions south of the Catskills are reached by the Erie and Ontario & Western lines. Cooperstown is also accessible by the Delaware & Hudson System, which also provides access to Saratoga Springs.

SOME ALL-WATER COASTWISE AND SOUND TRIPS FROM NEW YORK

NORTHWARD

From New York to	*Line*	*Round Trip Fare*	*Approx. Sailing Time*
Bridgeport	N.E.S.S. (Bridgeport Line)	$1.20	4½ hours
New Haven	N.E.S.S. (New Haven Line)	1.50	4¾ "
New London	N.E.S.S. (New London Line)	3.00	8 "
Greenport	Montauk Steamboat Co.	2.50	8 "
Shelter Island	Montauk Steamboat Co.	2.50	13 "
Block Island	Montauk Steamboat Co.	4.00	16 "
Block Island	N.E.S.S. (New London Line)	4.00	16 "
Newport	N.E.S.S. (Fall River Line)	6.00	9 "
Fall River	N.E.S.S. (Fall River Line)	6.00	12 "
Providence	N.E.S.S. (Providence Line)	6.00	12 "
Providence	Colonial Line	3.30	12 "
New Bedford	N.E.S.S. (New Bedford Line)	6.50	12 "
Martha's Vineyard	N.E.S.S. (New Bedford Line), thence New Bedford, Martha's Vineyard & Nantucket Line	7.50	18 "
Nantucket	New Bedford, Martha's Vineyard & Nantucket Line	7.50	20 "
Boston	Metropolitan Line	8.00	15 "
Portland	Maine S. S	10.00	22 "
Booth Bay Harbor	Metropolitan Line to Boston, thence Kennebec Line	11.75	2 days
Bar Harbor	Metropolitan Line to Boston, thence Bangor-Bar Harbor Line	17.00	2 "
Bangor	Metropolitan Line to Boston, thence Bangor Line	15.00	2 "
St. John, N. B.	Metropolitan Line to Boston, thence International Line	18.00	35 hours
Yarmouth, N. S.	Metropolitan Line to Boston, thence Yarmouth Line	17.00	2 days
Quebec	Summer cruises discontinued 1915		

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The tranquil St. Lawrence, with its Thousand Islands; the marvellous "rapids"; the brief sojourn in the land of the French-Canadian habitant; the wonderful Saguenay river trip, and stupendous Cape Trinity—

All these attractions offer a holiday unequalled in diversity of interest, and with comfort supreme on these splendid steamers.

Round Trip Niagara Falls to Chicoutimi and return,

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Any portion of the trip at correspondingly low rates.

The folder entitled "Niagara to the Sea" freely sent to all who write

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LIMITED.
THOS. HENRY, Passenger Traffic Manager,
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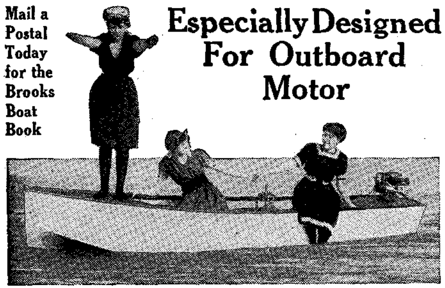

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NEW SEMI-V-BOTTOM TYPE—Built with extra strength and buoyancy at the stern to offset strain and weight of motor—seats 6 or 7 persons—fast—seaworthy.

$25.00 will buy all materials shipped knocked-down; or built complete at factory and shipped ready to use—only $45.00.

Sold on 4 plans: 1, boat in knocked-down form, $25.00; 2, knocked-down boat and Brooks Outboard Motor, $70.00; 3, completed boat, ready to use, $45.00; 4, completed boat and Brooks Outboard Motor, $90.00.

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Write for full description—also catalog showing complete line of Brooks boats. Write today.

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Up in Smoke

Those worries that seemed so large to you in the rush of the city vanish in the camp-fire's smoke in Northern New York's zestful air. There's a delightful escape for you from the city's care if you travel over the

Delaware & Hudson LINES

Whether it's Lake Champlain, with its historical associations, beautiful Lake George or the charm of the Adirondacks you seek there's no more comfortable way of getting there than that offered by the dependable D. & H.

"A Summer Paradise" is a book full of useful facts set out in absorbing manner. Send 6 cents for it today

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Albany, N. Y.
New York City Information Bureau, 1354 Broadway

The D&H

From New York to	*Line*	*Round Trip Fare*	*Approx. Sailing Time*
Hawkesbury, N. S.	Metropolitan Line to Boston, thence Plant Line	$27.00	3 days
Charlottetown, P.E.I.	Metropolitan Line to Boston thence Plant Line	28.00	3½ “
Halifax, N. S.	Red Cross Line	40.00	2 “
Halifax, N. S.	Metropolitan Line to Boston, thence Plant Line	24.00	2 “
St. Johns, N. F.	Red Cross Line	60.00	5 “
	SOUTHWARD		
Old Point Comf't	Old Dominion Line	14.00	19 hours
Norfolk	Old Dominion Line	14.00	21½ “
Baltimore	Old Dominion Line to Old Point, thence Chesapeake Line	17.00	2 “
Washington	Old Dominion Line to Old Point, thence Norfolk & Washington, S. B.	17.00	2 days
Bermuda	Quebec S. S. Co. (Canada S. S. Lines)	25.00	3 “
Charleston	Clyde Line	32.00	2 “
Savannah	Savannah Line	35.00	3 “
Jacksonville	Clyde Line	43.30	3 “
Nassau, Bahm's	Ward Line	50.00	3 “
Havana	Ward Line	80.00	4 “
Mobile	Mallory Line	60.00	8 “
New Orleans	Southern Pacific	75.00	4 “
Galveston	Mallory Line	75.00	7 “
San Juan	N. Y. & Porto Rico S. S.	81.00	4 “
Colon	Panama R. R. S. S. Line	100.00	6 “
Colon	United Fruit Company	109.25	7 “
San Francisco	Panama-Pacific Line (Call at Los Angeles and certain steamers San Diego)	250.00	16 “

LAKE GEORGE AND LAKE CHAMPLAIN

Lying on an ancient trail between Canada and the lower British colonies and on one of the modern routes between New York and Montreal, are Lakes George and Champlain. The former, appropriately named by the Jesuit Father Jogues, Lac du Saint Sacrement, and by Cooper, Lake Horicon, "Silvery Waters," is one of the most beautiful bodies of water in America. Surrounded by lofty mountains, dotted with wooded islands, its waters clear as crystal, Nature has endowed this lake with such charm as few waterways possess. The thirty-mile sail down from Lake George station to Baldwin treats the tourist to a succession of exquisite vistas. Northward from the foot of the lake across a narrow neck of land begin the waters of Champlain, more imposing but less idyllic than Lake George. Here the tourist may sail northward to Plattsburg, seventy-seven miles. History and Indian legend are intertwined along the shores of both lakes. Here we may follow the battles of the early wars and see the remains of defenses centuries old. Here we may follow the romances of Cooper in their actual setting. Fort Ticonderoga, Fort William Henry, Crown Point, Valcour Island, Plattsburg, each has a charm to the historical student.

The best way to see either lake, and the only way to see Lake George, is by steamer. Going northward, the Delaware & Hudson connects at Lake George with a steamer for Baldwin. This steamer connects with a short-rail line across to Montcalm Landing on Champlain. Thence a steamer or train may be taken northward to Plattsburg and intermediate points, the steamer calling at several ports, including Burlington on the Vermont shore. These lakes may be well included in a trip from New York to the Green Mountains, Eastern Adirondacks, and Montreal.

THE ADIRONDACKS

The labyrinth of lakes, streams, peaks, and glens of "The North Woods" has for many years attracted to this region those in search of health, rest, and sport. These mountains may for convenience be divided into three general divisions: Lakes Placid, Saranac, and St. Regis in the northwest; the rugged country of Essex County and the Raquette and Long Lake, and the Fulton Chain territory of the west and southwest. Each of these regions is accessible by several gateways. From Plattsburg via Delaware & Hudson R. R. and steamers on Lake Champlain the mountains are

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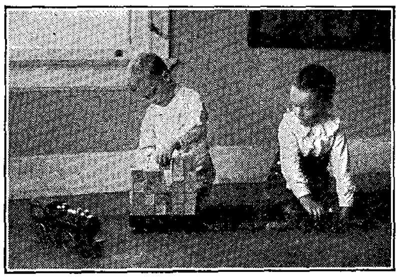
Over 125 miles of clean, white sandy beaches teeming with summer activity. Never failing cool sea breezes — 10 degrees cooler than nearby resorts. More than 300 resorts to choose from. Boating, Fishing, Canoeing, Golfing. Enjoy the benefits of an ocean voyage without the discomforts.

"Long Island and Real Life"

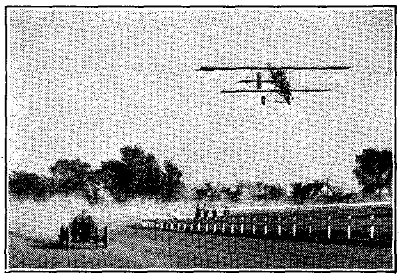
is the title of the book with hundreds of pictures, list of hotels, etc., mailed upon receipt of ten cents by the Gen'l Pass'r Agent, Long Island R. R., Pennsylvania Station, N. Y.

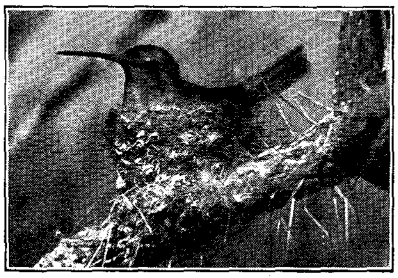
GRAFLEX CAMERAS



You can make snapshots indoors if you use a Graflex Camera. This picture was made indoors with the shutter set at 1-35 of a second. The negative had plenty of exposure, and the shutter operated fast enough to prevent the movement of the children from spoiling the picture.

No camera equals the Graflex for high speed photography In this picture both the automobile and biplane were going at a very high rate of speed. This made it necessary to set the shutter at 1-1000 of a second to get a picture that was clear and distinct

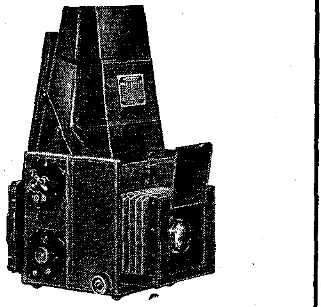




Photographs in the deep woods or in the shade offer many difficulties to those who are not equipped with a Graflex Camera. With the Graflex you can make pictures under light conditions that make photography impossible with cameras of the usual type.

With the Graflex Camera you can make exposures of any duration from "time" to 1-1000 of a second. You see the image on the focusing screen, right side up, the size it will appear in the finished print, *up to the instant of exposure.*

Our 64-page illustrated catalog tells why the Graflex is the best camera for *your* work. May we send you a copy?



FOLMER & SCHWING DIVISION
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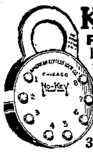

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penetrated by the Chateaugay Branch of the Delaware & Hudson System to Lake Placid, also by the Ausable branch to Ausable Forks. Farther southward at Port Kent, stage roads lead into the Ausable Valley, passing close to that remarkable formation, the Ausable Chasm. From Saratoga the Adirondack branch of the Delaware & Hudson climbs to Corinth and North Creek. From Fonda, on the New York Central, the Fonda, Johnstown, and Gloverstown rail line reaches to Northville. From Herkimer and Utica and from Carthage on the west the New York Central serves the entire western region, while Moira and Malone are northern gateways on the same system. Canoeing, fishing, and mountain-climbing are conspicuous among the Adirondack sports.

NEW ENGLAND

New England has in store inexhaustible riches for the vacationist. For decades her granite hills and ocean shores have continued to draw increasing streams of tourists. In this brief survey only a few of the more notable centers can be touched upon.

Maine has the distinction of offering possibly a greater variety of attractions than any one of her sister States in the New England group. Here in the interior is a vast region of lakes, mountains, and forests, with many square miles of territory accessible only with guides. Here, too, we find the most picturesque stretches of seashore on the Atlantic coast-line. On the Maine coast are stately Bar Harbor, "Panoplied with crags and trees, and begirt by blue islands in soft seas," Old Orchard, Biddeford Pool, and other shore resorts. Journeying inland, we find beautiful Sebago Lake, less than a score of miles from Portland; and up in the northwestern corner of this State the Mount Kineo and Moosehead Lake region; the unfrequented Dead River territory, lying between the upper Kennebec and Moosehead Lake; also the Washington County playground with its famous salmon fishing in the St. Croix; while to the extreme west lie the Rangeley Lakes, a fresh-water fisherman's paradise. From New York or Boston rail service to the Maine resorts is afforded over the Maine Central System with connections, and from Canada and the north by the Grand Trunk and Canadian Pacific. Central and northern fishing and hunting grounds are reached by the Bangor & Aroostook. Water service to the seaports and rivers is given by various divisions of the Eastern Steamship Corporation.

New Hampshire, Maine's neighbor on the west, with its famous White Mountain region, scenery of rare beauty, easy accessibility, and ample hotel accommodations, has brought succeeding generations of tourists to North Conway, Bethlehem, Plymouth, or Gorham, the chief gateways to the mountains. Those who have not seen the Dixville, Crawford, and Franconia Notches, the Lake of the Clouds, and Echo and Profile Lakes, have missed some of the finest scenery east of the Rockies. Mountain climbing and golf are favorite sports, the courses at Bretton Woods and Maplewood being famous. New Hampshire also has lake attractions, notable among them Winnepesaukee (Smile of the Great Spirit), and Sunapee. The White Mountains may be conveniently included in a trip from Montreal or Quebec to Boston, or vice versa. Through train service to the White Mountain region is afforded from New York by New York Central lines and the New Haven. Into this region run directly the Boston & Maine, Maine Central, Central Vermont, and the Grand Trunk and connections.

Across the Connecticut Valley in Vermont are the picturesque ranges of the Green Mountains. The Green Mountain State takes also to her own half the shore-line of Lake Champlain. Intersecting the northern boundary is Memphremagog, one of Vermont's many lake resorts. Among the rail systems reaching Vermont resorts are the New York Central, Rutland, Central Vermont, Boston & Maine, Delaware & Hudson, Canadian Pacific, and Grand Trunk.

The playgrounds of Massachusetts are divided into a long chain of sea beaches and the picturesque Deerfield and Connecticut Valley regions, with the fashionable Berkshire resorts on her western border. On the North Shore are Magnolia, Beverley, and Marblehead, while to the southward lie the innumerable shore towns of Cape Cod and Buzzards Bay. Two island possessions of this State must be ranked as among the most attractive of all maritime summer places—Martha's Vineyard, with streams and lakes in addition to an ocean shore, and quaint Nantucket, full of the flavor of the sea. In a vast network over the entire State lie various divisions of the New York, New Haven & Hartford and allied lines, including the Boston & Maine, Fitchburg, etc., while across from east to west is the main line of the Boston & Albany.

In little Rhode Island are several important seashore resorts, the ultra-fashionable Newport, select Narragansett Pier, and Watch Hill, each accessible by the New Haven system, Sound steamers, and connections. Off the shore of Rhode Island lies Block Island, a favorite recreation-center.

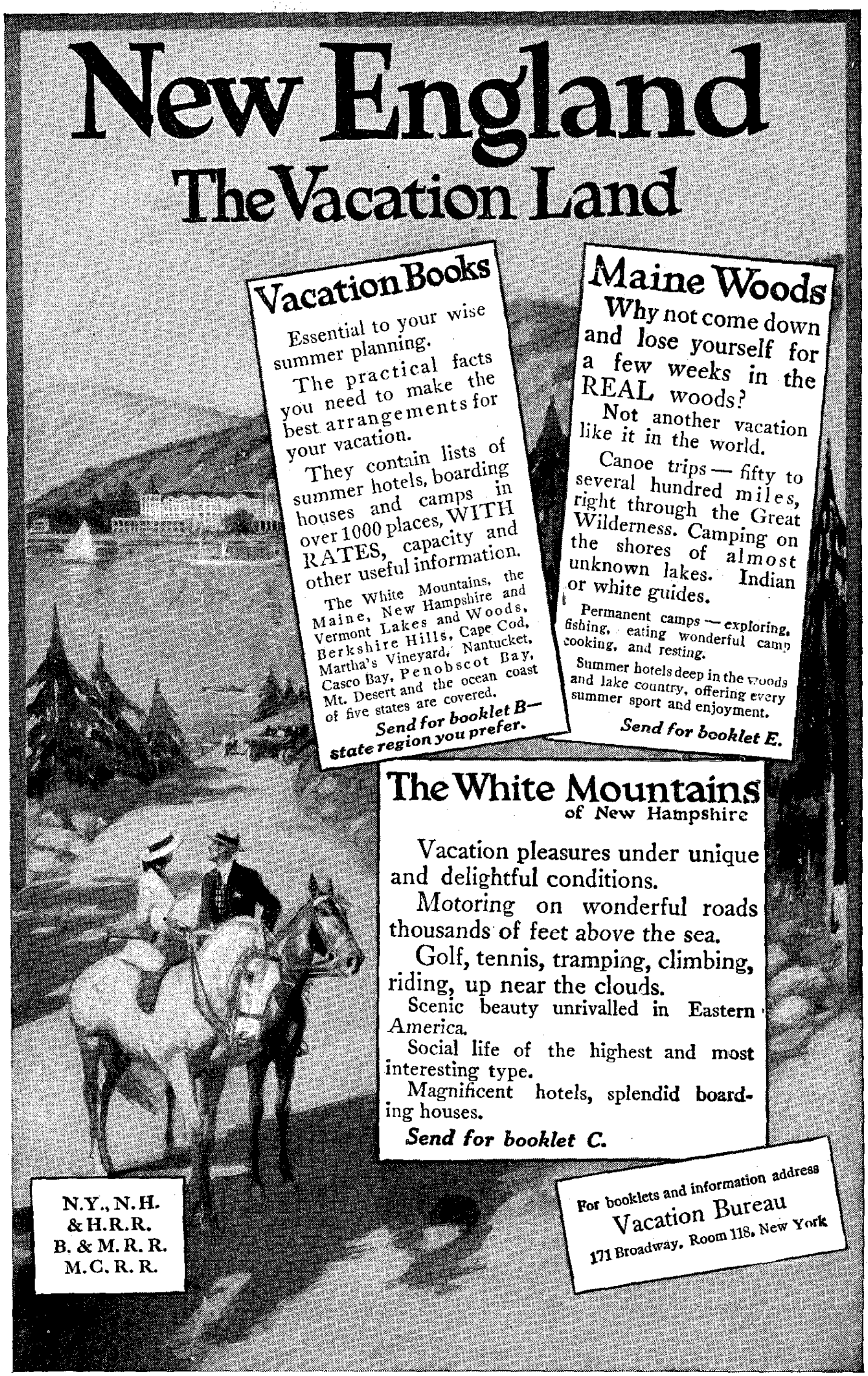
On the Connecticut shore-line are picturesque New London, ancient Lyme, and a chain of other Sound shore resorts, while in the Litchfield Hills, the Hoosatonic and Connecticut River valleys are many quiet resting-places to which summer vacationists have long been wont to journey. Criss-crossing the State is the New Haven system, while all-important Sound ports have direct summer service with New York.

CANADA'S MARITIME PROVINCES

Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland offer the vacationist a combination of cool summer climate, excellent hunting and fishing, and reasonable living accommodations. These provinces are easily accessible from New York and New England.

NOVA SCOTIA

"The Land of Evangeline" is "discovered" each summer by an increasing number of visitors who are wont to return again and again. Here are found a variety of pleasant vacation experiences. History and romance have woven their fabric over ancient Halifax, Annapolis Royal, Louisburg, and immortal Grand Pré. In Nova Scotia we find marine scenery, tonic salt air, and fir balsams, all intermingled in health-giving profusion. Here, too, are found repose and simplicity, contributing benefit to tired nerves. For those who wish to play as well as to rest, Nova Scotia offers a variety of pastimes. There are fresh-water and salt-water bathing, golf,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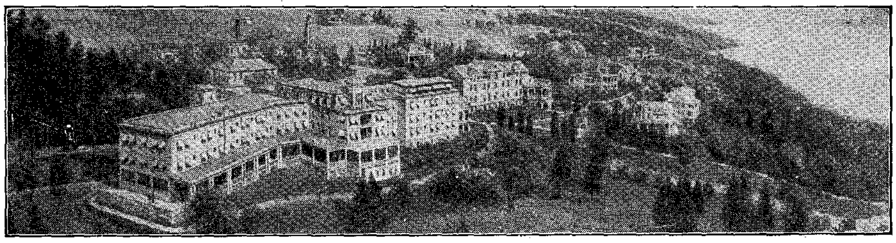

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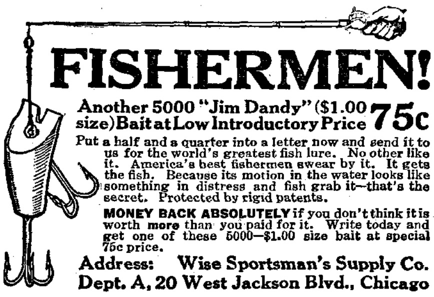

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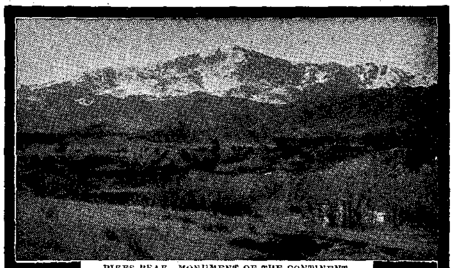
driving, motoring, sailing, canoeing, and camp facilities. Trout-fishing abounds. Land-locked salmon are to be found in some of the lakes and sea salmon in several rivers. Deep-sea fishing for cod, haddock, and striped bass is available. Indian or white guides may be had for hunting-grounds in the interior. Steamer service to Nova Scotia will be found in the table of Atlantic coastwise trip service, printed elsewhere. Access by rail is by the Dominion Atlantic and Halifax Southwestern, Intercolonial, and connecting lines. Closely associated with Nova Scotia is Cape Breton Island, and dividing it the incomparable waters of the Bras d'Or Lakes, occupying a surface-area of 450 square miles. The Intercolonial Railway provides access to the Cape Breton country.

PRINCE EDWARD ISLAND

The Indian "Abegweit"—"Cradled on the waves"; the early French explorer's "La baffe et belle Isle"—"low and beautiful island"; and the Islander's "Garden of the Gulf" are sobriquets as eloquently descriptive of Prince Edward Island today as when they were first bestowed on a province surrounded by the sea. Situated in the Gulf of St. Lawrence, Prince Edward Island is separated from the shores of New Brunswick and Nova Scotia by the Straits of Northumberland. At their widest the Straits are over thirty miles from shore to shore, but at Cape Traverse on the Island and Cape Tormentine on the mainland the distance is only nine miles. The "Island," as its people love to call it, is in summer a garden of perfect beauty, fanned by cooling breezes from the ocean, with mile after mile of sandy beaches. Invading the land and molding the red cliffs into fantastic shapes is the ever restless sea. Everywhere are verdant fields, prosperous farms, and comfortable homes. Arms of the sea cut into the land in all directions, forming landscapes and seascapes of loveliness. And over it all is an atmosphere marvelously clear and a sky as blue as that of sunny Italy. Numberless trout streams furnish sport for the angler, and deep-sea fishing is easily obtainable. In season brant, wild geese, plover, snipe, woodcock, and other game birds are plentiful, and good bags are not hard to secure. The island has 274 miles of railway, owned and operated by the Canadian Government under the name of the Prince Edward Island Railway.

NEW BRUNSWICK

Often termed "the sportsman's paradise," New Brunswick offers on her long and much indented coast-line all forms of marine recreation, and in her forest-clad, river-intersected, mountainous inland region hunting and fishing. Forming the northern boundary of the province is the Bay Chaleur, bordered with many quaint settlements, mountain-lined and provided with many broad beaches. Turning inland we find a region literally filled with rivers, streams, and lakes abounding in fish. In its mountain fastnesses roam the caribou, bear, deer, and wild fowl. Visitors who desire to camp, canoe, hunt, or fish should apply to the New Brunswick Tourist Association at St. John for full information about trustworthy guides, etc. Notwithstanding the wildness of New Brunswick's interior country, this province is easily accessible from both the United



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CANADA

The Dominion of Canada offers to the summer tourist an almost unequaled profusion of lake, mountain, river, and maritime resorts. Here we may not only journey through virgin territory, climb mountain peaks similar to the Swiss Alps, but as well visit cities and towns rich in historic interest. Each year, as these northern playgrounds become better known, sees a greater volume of American vacationists cross the Dominion border. Those who plan trips to the Canadian Rockies, Canadian Great Lakes resorts, Algonquin National Park, the Muskokas, St. Lawrence, and Saguenay rivers during the coming summer will not be inconvenienced by any extraordinary regulations due to the war.

An important ruling has been made by the Immigration Department of the Canadian Government to the effect that bona-fide tourist traffic will not be interfered with in visiting points of interest in Canada or passing through Canada en route to other places. In fact, all tourists will be accorded the same treatment as was customary before the outbreak of the war. Passports are not required, nor are there any stringent regulations to be complied with. Altho thousands of Canadians are in England or on the Continent of Europe, usual service will be afforded by the various transportation systems.

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Those who have traversed it in part or whole seldom forget the varied experiences of the 761-mile trip from Toronto or Charlotte (port of Rochester) across the blue waters of Lake Ontario, past the Thousand Islands of the St. Lawrence, through the surging waters of the eight St. Lawrence Rapids to Montreal, Canada's commercial capital, and historic Quebec, on through French America and up the awe-inspiring chasm of the Saguenay River. Excellent passenger service for this diversified trip is afforded by various divisions of the Canada steamship-lines. These divisions make continuous connections all the way from Toronto to Chicoutimi, at the head of navigation on the Saguenay. Tourists will miss much of the interest of this trip unless they stop over at the Thousand Islands, Montreal, Quebec, Murray Bay, or Tadousac. At the two latter points the line maintains well-appointed hotels. Golf and excellent fishing are among the recreation facilities.

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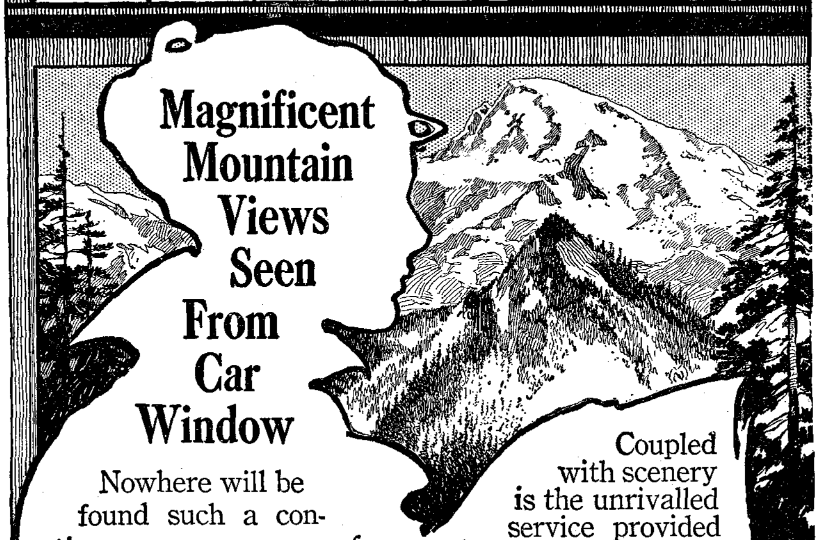

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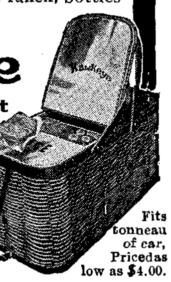

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and myriad forest-bordered big and little lakes of the Algonquin National Park and Temiskaming. A trip, in many respects ideal, leads from Toronto to Pènetang on Georgian Bay, thence by steamer *Waubic* through the labyrinth of the 30,000 islands of Georgian Bay to Rose Point or Parry Sound, thence by rail eastward to Maple Lake, thence by stage to Port Cockburn, where steamer is boarded for the charming sail down the chain of the Muskokas to Muskoka Wharf, and then train back to Toronto. The Ontario Highlands are reached by the Grand Trunk, Canadian Northern, and Canadian Pacific systems; Algonquin Park, Lake Nipissing, and Temagami region by Grand Trunk and Temiskaming and Northern Ontario Railway, and Temagami Hotel and Steamboat Company. Steamer service on Muskoka Lakes is afforded by the Muskoka Navigation Company.

THE GREAT LAKES

Not only do the shores of America's inland fresh-water seas abound in attractive summer resorts, but a great variety of attractive water trips are available over these waterways. It is difficult to imagine any marine scenery which could surpass the 30,000 forest-clad islands and islets and intervening waters of the Georgian Bay, or the charms of Mackinac, the gem of the Great Lakes, while Harbor Springs and Petoskey are favored vacation Mekkas.

More than a score of passenger-steamer lines offer a choice ranging from the thousand-mile voyage between Buffalo and Duluth to overnight trips and single-day trips. A feature of Great Lakes travel which has met with popularity is the all-expense one-week voyage. A line which has introduced this innovation is sailing its ships to capacity bookings. The pleasure of breaking a long east- or west-bound rail trip by diversion to these cool waters is being realized by an ever-increasing number of tourists. Only a brief survey of Great Lakes trips is here available.

Beginning at Buffalo you may sail daily to Erie or Cleveland by the Cleveland & Buffalo Transit Company steamers; to Detroit daily by the Detroit & Cleveland Navigation Company's fleet. For the four-day voyage to Chicago there is the steamer *Northland*, of the Northern Steamship Company, sailing weekly and calling at Cleveland, Detroit, Mackinac Island, and Harbor Springs. Another line from Buffalo to Chicago with weekly sailings is that of the Northern Michigan Transportation Company, its steamship *Minnesota* calling at Mackinac Island, Little Traverse Bay points, and Milwaukee. For the longest Great Lakes trip from Buffalo to Duluth the well-appointed ships of the Anchor Line sail at four-day intervals, calling at Erie, Cleveland, Detroit, Mackinac Island, "The Soo," Marquette, and Portage Lake; time about five days.

From Cleveland a daily excursion is available to Put-in-Bay and to Port Stanley, Ont., by Cleveland & Buffalo Transit steamers. Cleveland, Mackinac Island, and St. Ignace; Detroit and Buffalo; Toledo and Put-in-Bay; Cleveland and Detroit are linked by the Detroit & Cleveland Navigation ships. From Cleveland to "The Soo" and Georgian Bay, weekly sailings are given by the Star Cole Line. For Detroit, St. Clair River points, and Toledo, daily excursions are available by the White Star Line, while Detroit, Sandusky, and Lakeside are served by the Ashley & Dustin Route. From Port Huron, "The Soo," Houghton, and Duluth, weekly trips may be taken by the Port Huron & Duluth S. S. Company—"a vacation on a freight-steamer." From Sarnia to "The Soo," Fort William, Port Arthur, and Duluth, the Northern Navigation Company have three sailings weekly. Owen Sound and "The Soo" are served by Dominion Transportation steamers, two sailings weekly. Collingwood, Medford, Owen Sound, and North Channel ports are reached by Northern Navigation Company thrice a week. Four sailings weekly between Port McNicoll, "The Soo," Port Arthur, and Fort William are provided by Canadian Pacific steamers.

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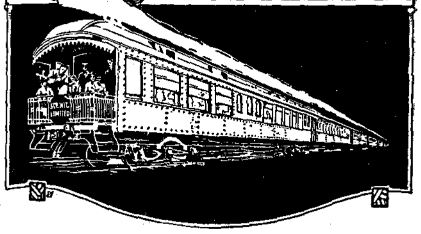

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tion Company, between Penetang and Parry Sound daily. Another pleasurable daylight sail is that from Mackinac to "The Soo" by Arnold Transit Company steamboats. From Milwaukee trips may be taken to Grand Haven and Muskegon daily by Crosby Transportation Company, also to Luddington, Manistee, and the north by the Pere Marquette Line steamers. From Chicago radiate numerous attractive routes, including those to South Haven via Chicago and South Haven S. S. Company, three sailings weekly; Benton Harbor and St. Joseph, Graham & Morton Transportation Company, daily; Racine and Milwaukee via Chicago, Racine & Milwaukee Line, daily; Waukegan and Kenosha via Hill Steamboat Company, daily; Michigan City via Indiana Transportation Company, daily; Milwaukee, also Grand Haven, Muskegon, and Whitehall, by Goodrich Steamship Line, daily; Petoskey, Harbor Springs, Cheboygan, St. Ignace and Mackinac Island, by Northern Michigan Transportation Company; Waukegan, Kenosha, Milwaukee, Port Washington, by Pere Marquette Line, six sailings weekly.

In addition to these regular routes are the weekly cruises above referred to. Since the building of the passenger steamships, *North American* and *South American*, of the Chicago, Duluth & Georgian Bay Transit Company, cruising trips of from a week to two weeks' duration on the Lakes have become popular. Each of these steamers makes a week's cruise, one of them between Chicago and Buffalo, stopping en route at Mackinac Island, Detroit, Cleveland, and Georgian Bay ports, and the other between Chicago, Mackinac Island, "The Soo," Fort William, Ontario, Duluth, Owen Sound, Penetang, and Parry Sound on Georgian Bay. Each trip covers a distance of 2,200 miles. The steamers *North American* and *South American* are the largest exclusively passenger-ships on the Great Lakes. The equipment and service of these steamers are much similar to those of the Atlantic liners. Each ship has a ballroom, children's open-air playground, and carries the deck games commonly found on salt-water ships.

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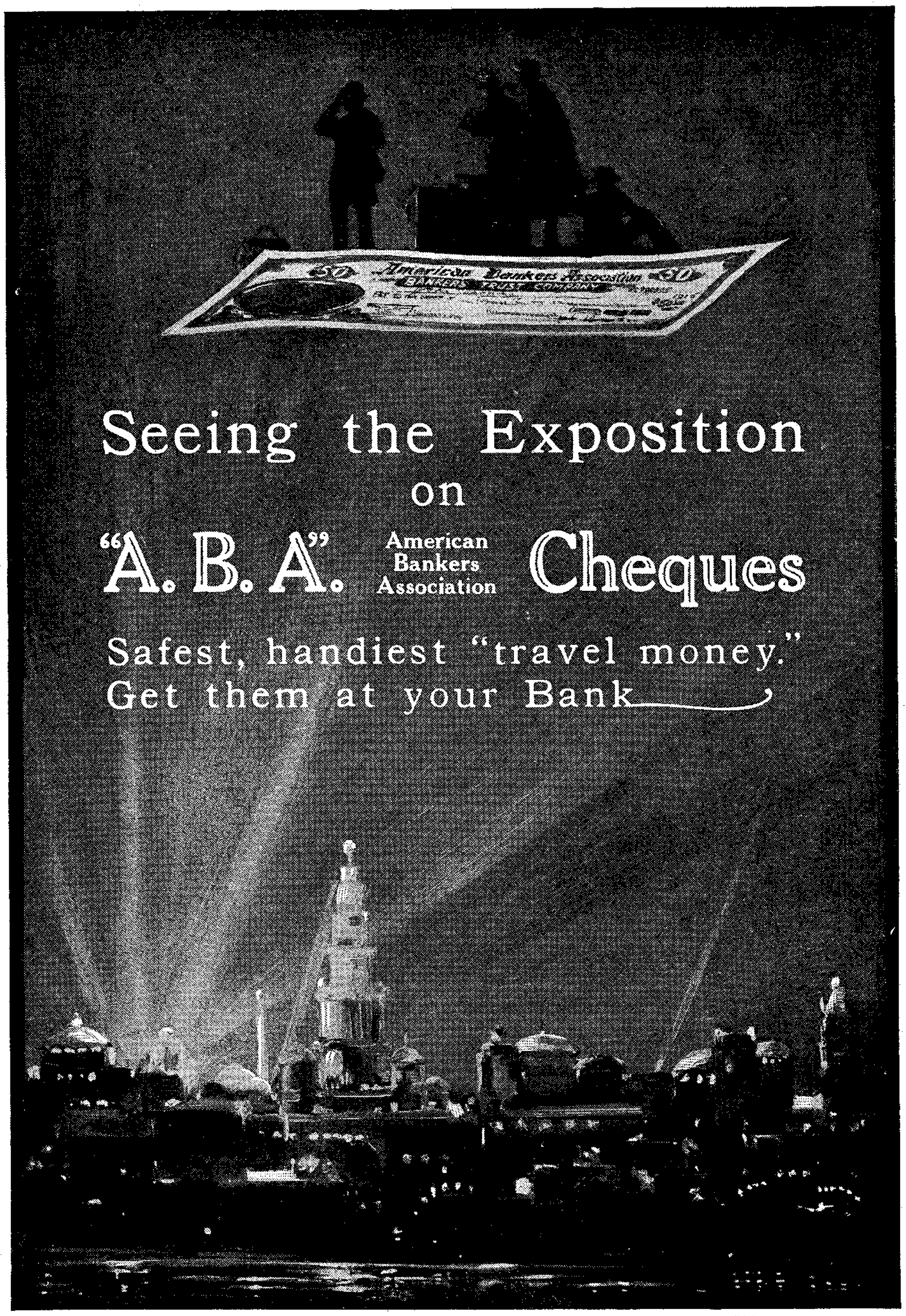
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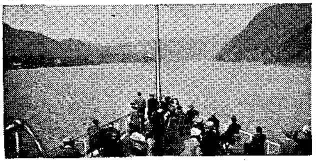

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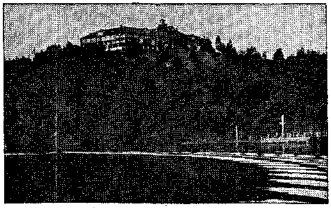

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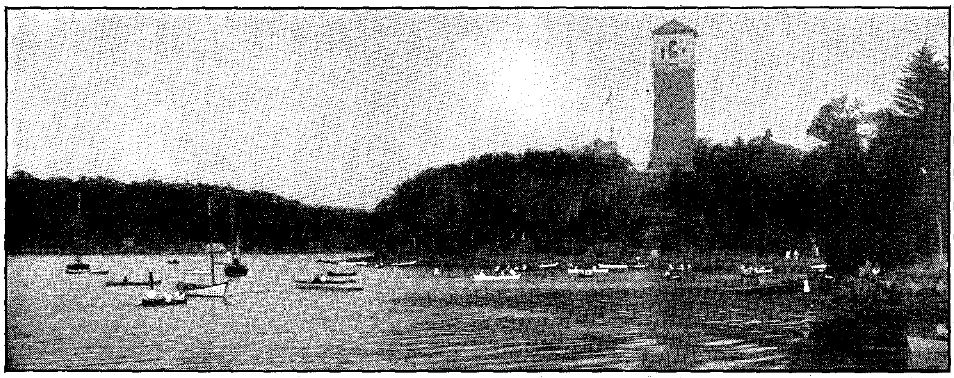
Chautauqua Lake, N. Y	Lake	Erie & Penn.
Pocono Mountains	Mountain	Lackawanna
Delaware Water Gap	Mountain	Lackawanna
Mauch Chunk, Pa	Mountain	Lehigh Valley Cent. R.R. of N. J.
Eagle's Mere, Pa	Mountain	Cent. R.R. of N. J.
Gettysburg, Pa	Battlefield	Pennsylvania
Bedford Springs, Pa	Spa	Pennsylvania
Mount Gretna, Pa	Mountain	Pennsylvania
Pen Mar, Md	Mountain	Western Md.
Doubling Gap (Newville, Pa.)	Mountain	Cumberland Valley
Blue Ridge, Pa	Mountain	Western Md.
Luray Caverns, Va	Wonder	Norfolk & Western
Hot Springs, Va	Spa	Chesapeake & Ohio
Natural Bridge, Va	Wonder	Chesapeake & Ohio Norfolk & Western
Lake Toxaway, N. C	Mountain	Southern R. R.
Asheville, N. C	Mountain	Southern R. R.
Hot Springs, Ark	Spa	St. Louis—Iron Mt.
Columbia River	River	O. & W. Steamers
Big Horn Mountains, Wyo	Mountain	Burlington
Black Hills, S. D	*Mountain*	C. & N. W. Burlington
Glenwood Springs, Colo	Spa	Rio Grande Col. & Southern



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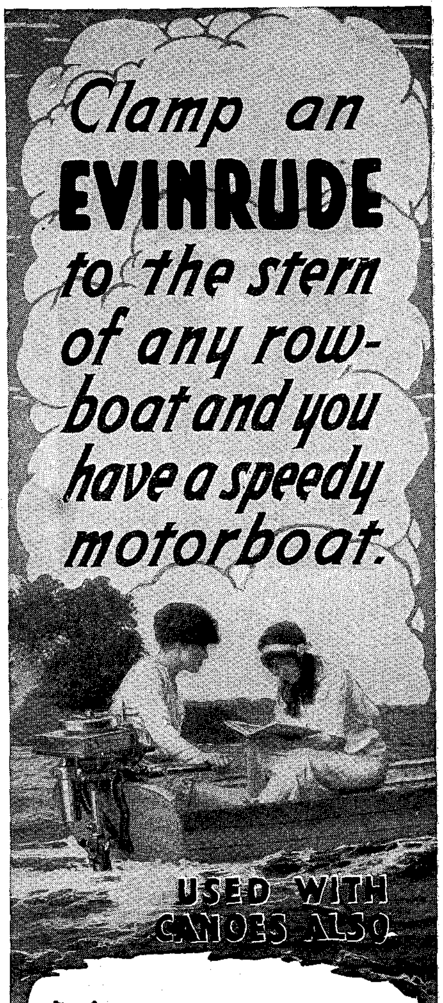

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